The China Mail.

ESTABLISHED 1845

No. 15,108 | 號大廿月九年一十一百九千一英 | HONGKONG, TUESDAY, SEPTEMBER 26, 1911. | 日五初月八年三統宣 | PRICE, $3.00 Per Month.

PIRATES ON THE FORTH.

Alleged Theft of Crack Racing Yacht.

An Edinburgh correspondent says the crack racing yacht of the Firth of Forth, The Pallas, was removed from Granton Harbour between the night of August 11 and next morning. The yacht, which is a fortyfooter, had a successful season on the Clyde and last year she was sold by Mr Coats to Mr Malcolm, of the Royal Forth Yacht Club. The latter, whose residence overlooks Granton Harbour, was astonished the other morning to notice that his yacht was not at her mooring. He communicated with the police and a watch was kept. Later it was reported that the yacht was becalmed near the Forth Bridge. Chase was made in a motor-launch, and, coming up with the yacht, the police arrested two men who were on board. A third man escaped ashore in the yacht's punt. The two men had been unable to handle the big yacht, and in dealing with the immense sails they had, it is alleged, hacked at the gear with a knife. The damage to the gear is estimated at £30. The craft is uninjured. The men were quite helpless, and it is amazing that the yacht was not put ashore. The owner got a crew and sailed her back to Granton.

Even revolution has its comic side occasionally, says a correspondent in Canton. A few days ago a Chinese, in foreign clothes, went in a chair to the Viceroy's yamen, and seems to have behaved in some peculiar way. At any rate, when he left his chair, and put his hand in his pocket to pay the chair-bearers, all the people jumped to the conclusion that he was hunting for a bomb. The secretaries rushed into the inner apartments, and hid themselves under beds and couches, and even some workmen, who were working upon a wall, were in such a fright that they sprang from the top of the wall, and some of them were badly hurt. And after all it was a false alarm. But what a picture of shattered nerves!

This year's Chinese military manœuvres will take place in the vicinity of Lan Chou (Chili). The army of the East will be composed of the 1st division and the 3rd mixed brigade. The Imperial Guard will constitute entirely the army of the West. The army of the East will begin the manœuvres in the Tsé-In camp, and the army of the West at Toug-Chou on Oct. 7. The two armies will be brought into contact from Oct. 17 to Oct. 20. The cavalry of both armies will meet on 17th and the infantry forces on 18th at Yen-Ping and Lan Chou. The manœuvres will finish on the afternoon of Oct. 19, and on 20th the united forces will be passed in review. This will be the first occasion in which the Imperial Guard, commanded by Prince Tsai-Tao, will participate in the manœuvres.

Intimations.

G. FALCONER & Co.,

LIMITED,

WATCH-MAKERS AND JEWELLERS.

Telephone No. 963.

HOTEL MANSIONS

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
ARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS; LORD KELVINS NAUTICAL INSTRUMENTS.
ADMIRALITY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager.*

Hongkong, August 12, 1908. 1788

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of

HIGH CLASS JADE AND CHINESE-MADE JEWELLERY
SOUVENIR SPOONS.

THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.

Prices right.

Weismann, Limited.

Bakers, Confectioners, Caterers, Restauranteurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 989

THE CHINESE ENGINEERING AND MINING CO., LTD.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS, AND HOUSEHOLD PURPOSES.

Ships' Bunkers supplied at short notice.

KAIPING COKE

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST **FIREBRICKS** GRADE

SQUARE, ARCH AND CUPOLA.

Better Seating Blocks, Fine Covers, Ground Fireclay, Stoneware Glazed Pipes, Glazed Tiles, Foundation Bricks (Non-absorptive). Building Bricks (Extra Strong).

OFFICES: 16, ALEXANDRA BUILDINGS, HONGKONG
TEL. ADDRESS: MAISHAN, HONGKONG.
TELEPHONE: No. 869.

Hongkong, April 18, 1910. 503

IALINE

REGISTERED TRADE MARK

OF

BURT, BOULTON AND HAYWOOD LTD., LONDON.

FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVATORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL

CARBORIC DISINFECTING FLUID,

THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE USE, A LOTION OF 2 PER CENT. BEING SUFFICIENT.

Recommended by Sanitary Authorities.

Government Analysis at Buyers' Disposal.

SOTOR.

AVENARIUS' WORLD-KNOWN COPPER PAINT.

For the Bottoms of Vessels and Boats and for the Coatings of all Wooden Structures of Wharves and Docks. Penetrates deep into the wood, thus rendering same immune against attacks of the Teredo, Barnacles Marine Growths, etc.

Sole Agents:

MELCHERS & Co., Hongkong & China.

Hongkong, May 6, 1908. (B

DINNEFORD'S MAGNESIA

IMPORTANT NOTICE. In consequence of numerous imitations purchasers must see that "Dinneford & Co." is on every bottle and label.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

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SOLE PROPRIETORS of TAKASHIMA, OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

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HEAD OFFICE:—TOKYO.

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Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:—

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing & Co.
MANILA: Messrs Macondray & Co.
SINGAPORE: Messrs Borneo Co. Ltd.

For particulars, apply to

Y. SHIBUYA,
Manager,
No. 2, PEDDER STREET
HONGKONG.

Hongkong, April 29, 1911. 816

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

TUESDAY, OCTOBER 3rd, AT 5.30 P.M.

Vespersle.....Cyril Scot
Dithyramb.....Basil Harwood
Excerpt (Dream of Gerontius) E. Elgar
Marche Religieuse.....Saint-Saens

VIOLINIST: MRS R. C. EDWARDS.

Hongkong, Sept. 25, 1911. 1233

VICTORIA SKATING RINK.

GRAND RE-OPENING

SUNDAY, October 1st, at 10 a.m.

By kind permission of the Colonel Hamilton and Officers.

THE Band of the K.O.Y.L.I. will give selections at the 5 to 7 o'clock SESSIONS.

EXCELLENT FLOOR.

Carnivals and Races

will be held during the Season.

Monthly tickets to be had on application at the Victoria Theatre.

Hongkong, September 25, 1911. 1236

GREAT CLEARANCE SALE.

MONDAY, OCTOBER 2ND, 1911

(FOR 15 DAYS ONLY).
Regardless of Cost to Clear.

TRIMMED HATS ... ...at $3.00 each.

M. Gains,
PRINCES' BUILDINGS.

Hongkong, Sept. 23, 1911. 1229

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 7th October, at 12.30 P.M. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 7th October, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.

Hongkong, September 23, 1911. 1226

PATELL & CO.

Exporters & Importers

General Merchants and Commission Agents.

HONGKONG, CANTON, SHANGHAI AND HANKOW.

PENANG: THE THRESHOLD OF THE FAR EAST.

English Journalist's Impressions.

In Penang, writes Mr Arthur Howlett in the *Manchester Guardian*, one sensibly crosses the threshold of the Far East. There are Chinamen everywhere—in the streets, in the shops, in the banks, in the offices. There are Chinese boys to wait at table. There are Chinese joss-houses in the groves. Here one begins to learn that peculiar adaptation of our tongue called "pidgin English," while pigtails hitherto fabulous become matters of fact. A Chinese coolie after vociferous quarrellings with his fellows for your patronage bundles you into his ricksha, and, picking up the shafts, trots away as light as a thoroughbred. His sturdy bare legs twinkle past each other as he dodges the varied traffic of the streets. Down along, the wharf rumbles an electric tram, its open windows framing rows of yellow faces, smooth heads, and pigtails.

As you roll away the lamentation of the lampan man who has brought you ashore mingle with the babel of voices of the crowd as he execrates the generosity which has paid him only twice his proper fare. His craft is an old one, of shape unknown to me before, though strange boats have grown with me into a museum of memories, from the cabbage-wood catamaran of the Brazil coast to house-boat of the wealthy Chinese. The Penang lampan is ladle-shaped, with two enormous horns, prolongations of the gunwale, rising from the stern. The carsman works with a single oar. Crowds of these craft, gaily painted, line the jetty. The dominant note of Malays seems to be wealth and prosperity—public works, buildings, and officials alike show their share in it. The bank and office buildings, the shipping in the harbour, the talk in the club all attest a present and a flowing tide of wealth. Many fortune have been made—and lost—in rubber; but rubber is not the Alpha and Omega of Malaya's capabilities. There are the tin mines, coconuts, and vast jungle riches. Rubber is the spoilt child of this as of other lands.

I make no excuse to those at home for remarking that Penang is an island off the coast of Malay, in the Straits of Malacca. Opposite is Province Wellesley, a strip of the mainland coloured red as a British possession. It lies some three hundred and sixty miles north of Singapore. The island was ceded to Britain by the Rajah of Kedah, a neighbouring mainland State (now also in the Federation), in 1785, so that it ranks as one of our older colonies. Enterprise flourished however, here, as elsewhere in the tropics but lazily until medical science and saner modes of life rendered tropical existence more feasible for our race. Now, though Penang is but a degree or two north of the Equator, English children grow and flourish there, and business goes on in the streets and offices as it does in those of Liverpool or New York.

Each afternoon, as the warmth of the land begins to exceed that of the sea, a breeze sets in and relieves the oppression of the heat just when it begins to grow intolerable. One learns to expect it by the rasping of the bamboos in the garden and by the tossing of the palm tops that cluster by the sea. Then the thin window-curtains blow inwards and the papers on the table rise up and fly scattered on the floor. It blows steadily till sometime after dinner, when it dies away, and men seek their beds in a hot-house stillness that bodes ill for the night. The mosquito curtains, gauzy though they be, oppress with the threat of suffocation; but the ping! ping! of the tiny invaders sailing round and seeking an entrance-hole warn that they may not be unclosed. The tide rustles on the beach, and there is no other sound. Then, about midnight, starts the return match. This time it is the sea that is warm (played on all day by the equatorial sun and more retentive of its heat than the earth), and a wind starts seaward and cools the heated air, lulling the sleeper till the swift dawn awakes once more the life of the jungle and of the town.

My hotel windows hung out over the sea; there was but a strip of green turf and a gnarled old banyan-tree between us. Across the strait, but a mile or so in width, the jungle of the mainland billowed away to the far blue hills. The hills cut the sky with myriad notches, and trailing across them were the thin skirts of gossamer clouds. The jungle seemed to roll like an ocean swell, and breaking about the lowermost crags of the hills fling itself far upward amid their purple ravines. There chanced to have been long drought, drought unprecedented for years, and people were taking advantage of its dryness to burn the jungle and clear patches for the cultivation of their crops. And now all day across those solemn green spaces hung columns of blue-white smoke, drifting hither and thither in willy-nilly fashion like a host of ill-ordered giants going to battle without a leader. Though they were far away one fancied one could hear the fierce crackle of the flames, and could share the mad terror of the wild things driven headlong from their lairs.

When the dark came wilder and more dreadful scenes. I saw great storms raging over the forest. Night seemed to call them up as though, like some mandarin, she wished for fireworks to prosecute her majesty. But they were such fireworks as never man made. Standing by my window I would see the whole strait of water with the nearer palms that fringed it, the sampans grouped by the stone wall, the fishing boats, and a great junk or two at anchor suddenly flashed into relief by a blinding zigzag glare, while, beyond the water, broke for one instant on the gaze the wall-like blackness of the jungle. Then the lightning would become incessant—riving the sky every second, while the muttering of the thunder grew louder. After that came a burst of rain. At such times when the natural grandeur and fierceness of the scenery were almost theatrical (save that it was far beyond the mimicry of man), there awoke memories of the old pirate days stored in many a yarn of this beautiful and cruel east. In the hotel garden, looking out across the sea wall as though with unkindled memories were some old guns. Their long-subdued menace was all in keeping with the picture. I could not help dreaming that the last look many a poor devil had taken of earth had been of this most lovely portion of it.

The roadways about Penang are good and very beautiful. The Bungalows nestle back from them like Swiss chalets entangled in a riot of tropic verdure, while the Malay dwelling raised above the ground hide remotely in the shadows of the many-pillared groves of palms. There was a cicada that kept up a loud ringing noise from his perch in the trees, so loud and prolonged that we took it to be some bell ringing as a mystic signal in the joss-house. Bright birds and butterflies haunt the waste spaces. It is all a very Eden of Equatoria. In the Botanic Gardens flourish the most luxuriant ferns and palms, with orchids and spice trees; and warm, green grass, in smooth lawns or rank tangles, beckons to tired eyes.

The population assorts well with the scenery. There is very shade of white, yellow, and brown. The Malay himself is not much seen. The Chinaman works all this "pidgin." The Malay is a gentleman: he does no work, but he does not object to others working. He is the sportsman of the East, and the spirit that leads him to be so will on occasion make him also a pirate. A curious profession has lately arisen through the interdiction of opium. It is, of course, also a "pidgin" of John Chinaman. To satisfy the craving for narcotics, to which the population has been addicted ever since its creation men traverse the country and clandestinely practise the inoculation of drugs. People are also taking to alcohol, and are distilling potent and pernicious forms of it; and alcohol to the Malay who has no racial tolerance for it is rank poison. It is not too much to say that if it takes a hold on such a population it will efface it a hundred times more rapidly than opium. The Malay, I am told, though swinish under his opium if he is an excessive taker, is a very devil incarnate under alcohol. I recommend these points to the consideration of those at home.

THE YOKOHAMA SPECIE BANK, LIMITED.

The half-yearly report of the above Bank states:—

The directors submit to you the annexed statement of the liabilities and assets of the Bank, and of the Profit and Loss Account for the half-year ended 30th June, 1911.

The gross profits of the Bank for the past half-year, including yen 1,187,789.92 brought forward from last account, amount to yen 11,700,714.47, of which yen 3,767,386.63 have been deducted for interests, taxes, current expenses, rebate on bills current, bad and doubtful debts, bonus for officers and clerks, &c., leaving a balance of yen 2,933,327.84 for appropriation.

The directors now propose that yen 300,000.00 be added to the Reserve Fund and recommend a dividend at the rate of twelve per cent., per annum, which will absorb yen 1,440,000.00.

The balance, yen 1,193,327.84, will be carried forward to the credit of next account.

COUGHING INTO CONSUMPTION

"Only a Cough," but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS

PRICES: $1.25 and $2.25.

Intimations.

HONGKONG CRICKET LEAGUE.

ENTRIES for the HONGKONG CRICKET LEAGUE COMPETITION, 1911/12, will close to the Undersigned on WEDNESDAY, 27th September.

Entrance Fee $10 each Team.

A. E. ASGER,
Hon. Sec. & Treasurer.
c/o. HONGKONG CRICKET CLUB.

Hongkong, September 20, 1911. 1201

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of MEMBERS will be held in the Club Pavilion on THURSDAY, 28th Sept., at 5.15 P.M.

T. CHEE,
Hon. Secretary.

Hongkong, September 13, 1911. 1173

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Members of the above Club will be held in the PAVILION on FRIDAY, the 29th September, 1911, at 6 P.M.

By Order,
E. A. M. WILLIAMS,
Acting Secretary.

Hongkong, September 21, 1911. 1210

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 7th October, 1911, at 12 o'clock Noon, at the Offices of the JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

T. F. HOUGH,
Clerk of the Course.

Hongkong, September 23, 1911. 1228

NOTICE.

ON and after 1st October, 1911, the subscription for monthly subscribers shaving every day will be REDUCED to $3.00 per month and for subscribers who shave every other day to $2.50 per month.

THE PARIS TOILET CO., LTD.,
No. 13, Queen's Road Central.

Hongkong, September 23, 1911. 1224

HONGKONG CLUB.

NOTICE.

THE TWENTIETH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue, $100.00 each) was held in the HONGKONG CLUB HOUSE on THURSDAY, the 14th September, when the following Debentures were drawn for Redemption:—

5	274	624	1274	1588
17	284	628	1286	1644
34	295	680	1355	1659
41	346	686	1365	1684
48	403	727	1379	1689
63	429	770	1394	1710
81	457	901	1397	1728
82	471	950	1408	1730
101	494	1043	1423	1797
108	503	1062	1471	1823
148	511	1070	1529	1889
166	596	1094	1532	1902
206	614	1160	1550	1994

and will be payable at the Hongkong and Shanghai Banking Corporation on SATURDAY, the 30th September, 1911, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.

Hongkong, September 14, 1911. 1181

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910...G.	$494,715,923
" Surplus " " ...	85,095,459
Dividends to Policyholders 1910	10,575,157
Total paid Policyholders 1910	53,439,360
Total Expenses for 1910 ...	10,392,032
Gross earnings from Interest and Rents for 1910.....	21,646,528
Gross rate of Income from Investments 1910	4.48%

Hongkong, May 30, 1911. 727

SWATOW WARRONG & CO.,

13, QUEEN'S ROAD CENTRAL,
HONGKONG.

MANUFACTURERS OF
Swatow Hand-made Drawn Work and Canton Embroidery, etc.
GENERAL EXPORTERS.
WHOLESALE & RETAIL.
LADIES' TAILORS.

LAU PING KEE CO.

CIGARS, CIGARETTES, TOBACCOS.

USED POSTAGE STAMPS AND PICTORIAL POST CARDS.
CHINESE CURIOS & PORCELAIN.

KWONG CHEONG.

GOLD AND MONEY CHANGER.
No. 13, Queen's Road Central,
HONGKONG.

Hongkong, May 27, 1911. 713

Intimations.

EYESIGHT TESTING

no longer consists entirely of placing innumerable lenses before ones eyes until the patient becomes so confused that accuracy is practically impossible.

Our testing room is finished in dead black and is fitted with instruments that accurately measure eye defects.

We supply you with right-seeing, right-fitting glasses.

We guarantee every pair.

LARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD.
HONGKONG

Hongkong, February 14, 1911. 77

NOTICE OF REMOVAL

THE OFFICES of the CHINESE ENGINEERING & MINING CO., LIMITED, have this day been REMOVED from Alexandra Buildings to QUEEN'S BUILDINGS.

DODWELL & COMPANY, LTD.,
Agents.

Hongkong, September 25, 1911. 1235

士力拾本

HOME-MADE MINERAL WATERS.

BETTER THAN FACTORY-MADE.

Why continue purchasing factory-made Mineral Water! Make your own Mineral Waters at home at a cost of 90 cents a dozen Syphons. Then you KNOW the water is pure, and contains no disease germs. With the 'PRANA' SPARKLET SYPHON and a dozen Bulbs you can make a dozen Syphons of delicious Mineral Water and the cost less than if you buy factory-made Mineral Water. All Chemists and Stores sell 'Prana' Sparklet Syphons and Bulbs.

Price of Syphons..... $3.00 each.
" Bulbs..... 0.00 per box.

Wholesale Price:—

Syphon per doz.....$16.00 f.o.b.
Bulbs per doz. boxes.....$ 8.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Vœux Road Central,
HONGKONG.

行發總
司公限有行生貿港香

Hongkong, March 1, 1911. 294

NORTH BRITISH & MERCANTILE INSURANCE CO.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1910. £21,252,693.

I.—Authorised Capital £5,000,000.			
Subscribed Capital £3,814,845			
Paid-up Capital £1,667,997	5	0	
II.—Fire Funds.....	3,842,215	4	2
III.—Life & Annuity Funds	15,645,125	9	7
Sinking Fund Account	97,355	18	4
	£21,252,693	17	3
Revenue Fire Branch ...	2,373,269	17	7
" Life & Annuity Branches.....	1,954,631	9	2
Other Receipts.....	643,314	10	8
	£4,971,215	17	5

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.
Agents.

2

Popular - - -

ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, December 17, 1910. 1613

THE POSSIBILITY OF WAR AND THE COST.

Can There be a Conflict of the Nations?

The following interesting and timely article is taken from the *Auckland Weekly News*, but it bears internal evidence of having been written for an American paper. However, whatever paper deserves the credit for it, the article is worthy of reproduction. We quote:—

A war in the 20th century? In the century of treaties and alliances, of triple and double alliances, of ententes cordiale and commercial agreements? It would be the conflict of the nations, the general conflagration of peoples; something never before seen. Extraordinary, paradoxical, fantastic? Imagine: All Europe in flames devastated by the fire of artillery, darkened by the smoke of machine guns, trampled under the heels of a thousand armies, deafened by cannon thundering from St. Petersburg to Berlin, from Glasgow to Messina. A battle front swaying over a thousand miles from the Valdai Plateau to the Dolomites and the Balkans, from the Hartz Mountains to the Pyrenees, from Stettin to Venice. Two innumerable fleets, each squadron of which is formed by the navy of a whole nation. Army corps zigzagging like a human spine right across the Continent, so numerous that the legions of Napoleon seem in comparison a little handful of infantrymen; so vast that the Macedonian phalanxes and the hordes of the Moorish Caliph would seem like a squadron of cavalry prancing in petty evolutions on a drill field. In a single year Germany has spent about £30,000,000 for her army and navy, to which we must add £900,000 of extraordinary expenses for the army in 1910-1911. England, more than ever determined to carry out Lord Roberts's programme and create a territorial army, has lavished on it £3,043,300 sterling. Democratic France has contributed to the military budget the generous sum of 1,277,725,982 francs, or about £50,000,000. Austria, which last year devoted £18,440,000 to her armaments, outside the £320,000 for Bosnia and Herzegovina, is hurrying to-day to populate the sacred Adriatic with new and more powerful Dreadnoughts. Italy devotes to these so-called "unproductive" expenses the sum of from £6,000,000 to £18,000,000 a year. And about 570,000,000 roubles, or £57,000,000—in addition to £5,000,000 extra in 1910—is spent on the various armies and fleets of Russia.

Immense, fabulous, unheard of waste, but scarcely sufficient to the need of great armies. Germany, Italy, and Austria keep 1,200,000 men under arms. And Russia, France, and England together keep almost twice that number. But in time of war armies are trebled, quintupled; they may reach to one-tenth of the effective population. Forty million men out of the four hundred and a-half millions that according to Juraschek's minute calculations—compose the vast European family will shoulder arms when the hour of the gigantic event shall strike. Forty million men and two thousand five hundred ships of war. Let us begin with the ships. Each battleship or armoured cruiser needs 2,500 tons of coal. In a world war more than 2,000 vessels, great and small, would plough the sea. As for the munitions, according to calculations made for the American navy a unit of the first order should embark about 800 projectiles for the big guns, 2,000 for the artillery of medium calibre, and 10,000 for the small guns. Which means an expense of several million dollars for the artillery of each ship, which we remember that each shot from a big gun costs about 1,000 dollars. For the field artillery it is not possible to make any but approximate calculations, but when it is considered that a modern army with only 2,000 guns may fire 2,400,000 rounds in an hour it is easy to see to what monstrous proportions the collective expenses would reach in a single day of warfare. . . . .

Let us take up the troops. What does it cost to keep them in the field? The expense varies from 10 cents to 60 cents a day for each soldiers. The five greatest European Powers, which in times of peace keep more than 3,000,000 of men under arms, would consume every day 5,000,000 pounds of bread, 2,300,000 pounds of fresh meat, 1,650,000 pounds of rice, 200,000 pounds of pork, 132,000 pounds of salt, 200,000 pounds of sugar, 160,000 pounds of coffee, and 198,000 gallons of wine. Now, what would a great war cost to narrow? The Franco-Prussian war of 1870, in the 165 days the campaign lasted, cost the French taxpayer just about £400,000,000. M. Freycinet, subtracting from the fantastic sum the £200,000,000 indemnity paid to Prussia, calculated that each soldier cost on an average 6s. 5d. a day. The calculations made by Minister Mayne increased this average, and the deputy and financier Jules Roche made a brief study of it, and found that the average cost of each soldier was about 8s. 5d. a day.

The war with Russia cost the Japanese about £200,000 a day, or a total of about £105,000,000 and an average of 8s. a day for each soldier. But England, which had to transport its troops into another land far from home, during the war in the Transvaal, was obliged to expend 4 dollars for every soldier every day. If we make a general average from the three percentages, it would correspond to the average of probable topographical conditions, and we have an expense of 10s. 5d. a day each soldier. Now, since in the event of a great European catastrophe the six great Powers would keep from 15 to 20 million soldiers under arms, we have the mad, terrifying, astounding, insuperable sum of from £7,800,000 to £10,400,000 to represent the average expense of only one day of war. It costs £200 to fire a 13in. gun. As a battleship in war carries 80 big projectiles, 2,000 of medium and 10,000 of small calibre, the cost of firing them all would exceed £3,000,000. Europe's 2,500 ships in battle could burn £400,000,000 worth of ammunition—five times the cost of the Panama Canal.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr H. W. Andrews	Mrs M. R. Melrose
Mr O. Beach	Mrs V. Melcalf Jr.
Mr R. C. Burgess	Mrs A. A. Moore Jr.
Mr H. B. Clark	Mr and Mrs J. H. Moulton
Mr W. E. Clarke	Mr E. V. Mitchelmor
Mr S. K. Cohen	Mr and Mrs A. B. Moulder
Mr P. T. Chilvers	Dr & Mrs A. Mueller
Mrs S. A. Crosby, child and nurse	Mr W. Neely
Miss Dancy	Mr W. North
Mr W. C. Drew	Mr V. d' Oettingen
Mr E. J. W. Eames	Mr O. H. Paddison
Mr J. E. Edwards	Mr Ernest H. Pond
Mr W. T. Fenn	Mr and Mrs F. W. Pitts
Mr H. G. Figher	Mr A. T. Prichard
Mr J. Forrester	Capt. F. Rolfen
Mrs Fraser	Mr E. H. Ray
Miss C. McDaniel	Miss F. Reay.
Mr Denman Fuller	Mr B. K. Roesler
Mr A. G. German	Mr and Mrs W. A. Rosenfield
Mr A. S. Goldsmith	Mr J. B. Shaw
Mr V. Goulbourn	Miss H. L. Shaw
Mr. and Mrs Joseph Gould	Mr J. C. Sibley
Capt. T. P. Hall	Mr H. H. Solomon
Mr and Mrs W. A. Hannibal	Dr and Mrs A. D. Spalding and infant
Mr A. Harrison	Mr J. Spittles
Mr and Mrs G. V. Hayes	Miss W. Square
Hon. and Mrs E. A. Hewett	Lt. and Mrs C. E. Stalker, R.N.
Mr H. C. Hoxtall	Mr and Mrs C. E. Stevens
Mr and Mrs E. J. Holmes & infant	Mr O. A. Steven
Mr & Mrs A. Shelton Hooper	Mr & Mrs A. Strange
Dr S. Hough	Mr and Mrs T. P. Terry
Capt. R. Innes	Mr and Mrs G. J. M. Tuasen
Mr H. L. Jordan	Mr and Mrs F. A. Vanderloo
Mr A. Johnstone	Mr E. J. Warren
Mr F. J. Kolman	Mr E. J. Waterman
Capt. and Mrs R. C. Langdon	Mr E. Wilke
Mr W. C. C. Langdon	Mr T. Wroe
Dr O. Marriott	
Mr J. Mercki	

PEAK HOTEL.

Dr Aubrey	Mr and Mrs Kent
Capt. Bell, R.A.M.C.	Major & Mrs Lean
Mr C. Blaker	Mr R. Lemaitre
Mrs Bowdler	Mr and Mrs Lewis
Mr and Mrs Bowen	Mr and Mrs Lindsey
Mr Brayfield	Capt. Lyons
Hon. & Mrs Browin	Mr M. M. Muss
Mr Browne	Rev. Morton, R.N.
Capt. Clark	Mr and Mrs Munton
Lt.-Col. Close, R.E.	Mr Neilson
Capt. Craig	Mr Netham
Lt. & Mrs Cumningham	Mr & Mrs Patterden
Mr Dallin	Mr & Mrs H. Pearce
Mr and Mrs Davis	Rev. Pegg
Mr Day	Mr and Mrs Perkins
Lt. and Mrs Dodgson	Capt. Perry R.A.M.C.
Mr and Mrs Duncan	Mr and Mrs Petrie
Mr Fielder	Major and Mrs Pyne
Capt. & Mrs Garnett	Eng. Comdr. Rundle
Mr Gell	Surgeon and Mrs Rutherford
Capt. & Mrs Guthrie	Mr C. Scott
Mr and Mrs Harvey	Mr A. Sinclair
Mr A. Hazeland	Mr and Mrs S. S. Sorenson
Mr Herdman	Lt.-Col. Stacpole
Eng.-Com. Highton	Capt. & Mrs St. Clair
Mr W. T. Hocksday	Mr & Mrs Sutherland
Rev. and Mrs Hotzel	Rev. & Mrs Thornhill
Mrs Howard	Mr Watson
Rev. Hughes	Mr Weatherall
Mr and Mrs Hurtock	Mr and Mrs David Wood
Mr & Mrs Hutchinson	Col. & Mrs Wrigley
Mr P. Jacks	
Mr Jones	
Mrs Justi	

ASTOR HOUSE.

Mr A. Antolini	Mr M. B. Marshall
Mr F. Bern's	Mr J. de Mecquenem
Mr Brown	Mr N. Mody
Mrs S. C. Burgess	Mr G. de Moncan
Mrs G. Child	Mrs K. de Morris
Mr Li Kiang Chün	Mr E. C. Newby
Mrs E. H. Clofin	Mr J. de la Pommeraye
Mr W. Cox	
Mr H. W. Dawson	Mrs J. M. Reed
Mr and Mrs Frink	Mr C. S. Robinson
Mrs R. Frink	Mr L. Rondon
Mr A. Galle zi	Mr G. Rutley
Mr & Mrs Gauthier	Mr F. E. Shnyder
Mr Gossé	Mr Walter Smith
Mr L. S. Grabow	Mr Geo. Thornton
Mr J. H. A. Hansen	Mr A. Valette
Mr L. S. Humes	Mr & Mrs F. Varela
Mr R. G. Johnson	Mr J. Velo
Mr M. R. Lawson	Mr H. A. Willard
Mr E. Lawson	Mr W. A. Williams
Mr E. Lopez	Mr and Mrs Yeager
Mr V. Lugebil	Mr V. Y. Young

GRAND HOTEL.

Mr C. H. Banister Rowe	Mr and Mrs Frank Moss and children
Mr and Mrs A. B. Crew	Mr W. H. Muller
Mr G. H. Evans	Mr T. A. Naud
Mr W. A. Fraser	Mr P. W. L. Nanninga
Mr W. A. Frazer	Mr G. Nissen
Mr B. James	Mr H. Olsen
Mr and Mrs Jorgens and child	Mr Franz Oskar
Dr F. Koyt	Mr C. H. Page
Mr J. R. Kinghorn	Mr J. W. Pringle, Jr.
Mr H. Lee	Mr Roberts
Mr F. P. Lenfestey	Mr W. Rudge
Mr Paul Linder	Mr O. F. Simpson
Mr W. McKay	Mr H. F. Stoneham
Mr G. Missen	Mr R. Taylor
	Mr H. Watling

BRAESIDE.

Mr H. Murray Bain	Mr Leslie Ross
Miss Baylis	Mr and Mrs J. A. Scott
Mr C. Brown	Miss Hazel Scott
Miss Fairall	Master Scott
Mr P. Gaunay	Capt. & Mrs Sidford
Mr E. Goy	Master Stephen Sidford
Mr and Mrs R. A. Harding	Mrs F. W. Watts
Mr R. K. Rodgers	Mr A. Buller West
Mr F. J. de Rome	

KINGSCLERE HOTEL

Mr E. Arndt	Mr and Mrs J. F. Macgregor
Mr and Mrs Aucott	Miss K. A. Massey
Mr W. Auffermann	Mr E. J. McNulty
Mr H. Bennett	Mr K. S. Morrison
Dr & Mrs G. D. R. Black	Mr and Mrs Nisbet and child
Lt. and Mrs L. P. Booth	Mr and Mrs J. B. Penman
Dr and Mrs B. W. Brown	Sir Francis Piggott
Mr and Mrs F. M. Crawford	Mr J. Robertson
Mr and Mrs D. E. Donnelly	Mrs G. Sachse
Mr and Mrs Grundy	Mrs M. E. Shearer
Miss Grundy	Mr A. L. Shields
Mr H. Hoffman	Mr R. D. Stewart
Mr and Mrs Geo. P. Lammert & children	Mr B. Webb
Mr and Mrs A. C. Logan	Mr Westphal
	Mr Whyte
	Mr J. W. Wilson
	Mr Wingrove

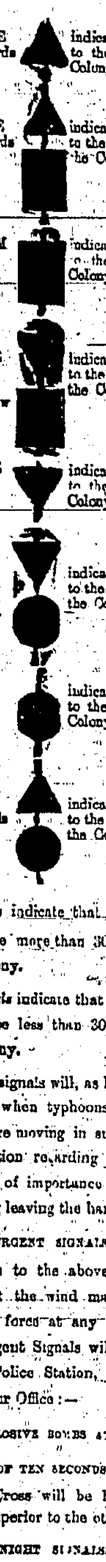
KING EDWARD HOTEL.

Mr M. P. Beattie	Mr J. H. N. Mody
Dr Bellios	Dr Momm
Mr and Mrs Bridger and children	Mr A. P. Nobbs
Mr C. E. Troscher	Capt. & Mrs W. C. Passmore
Dr Ehlocke	Mr H. Pearman
Capt. W. Ehrhardt	Mr E. E. Smith
Miss M. Gains	Capt. & Mrs Stewart and child
Mr A. Harper	Mr and Mrs Vernon
Dr K. John	Mr A. C. Watts
Mr John Lennox	Dr Weber
Capt. & Mrs Lovingdon	

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, and Green Island signal mast.



A CONE point upwards — indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below — indicates a Typhoon to the North-East of the Colony.

A DRUM — indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below — indicates a Typhoon to the South-East of the Colony.

A CONE point downwards — indicates a Typhoon to the South of the Colony.

A CONE point downwards and BALL below — indicates a Typhoon to the South-West of the Colony.

A BALL — indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below — indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock,	Aberdeen
Waglan,	Sai Ki Wan,
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. Fung, Director.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving
Australian Ports, &c.	Aldenham	Gibb Livingston & Co.	Sept. 30, at Noon.
Australian Ports, &c.	Empire	Gibb Livingston & Co.	Oct. 14, at Noon.
B'bay, v. S'pore, Cbo.	Goinbay Maru	Nippon Yusen Kaisha	About Oct. 3.
Boston & New York	Satsuma	Dodwell & Co. Limited	About Oct. 7.
Boston & New York	Welsh Prince	Arnhold, Karberg & Co	About Oct. 17.
Europe, &c.	Gneisenau	Melchers & Co.	Oct. 4, at Noon.
Havre, B'men & H'burg	Rheinfels	Hamburg Am'ka Linie	About Sept. 29.
Havre & Hamburg	Suevia	Hamburg-Am'ka Linie	About Oct. 10.
Manila, Melbourne, &c	Prinz Sigismund	Melchers & Co.	Oct. 7, Daylight,
Kobe & Yokohama	Kaga Maru	Nippon Yusen Kaisha	Sept. 28, at 11 a.m.
London, &c.	Assaye	P. & O. S. N. Co.	Sept. 30, at Noon.
London, Antwerp, &c.	Sunda	P. & O. S. N. Co.	About Oct. 7.
L'don, H'burg, A'werp	Glenturret	Shewan, Tomes & Co.	About Sept. 30.
Mar., L'don, & A'werp	Kamo Maru	Nippon Yusen Kaisha	Sept. 27, Daylight.
Manila, Cebu & Iloilo	Rubi	Shewan, Tomes & Co.	Oct. 10, at 4 p.m.
Manila,	Yuensang	Jardine, M'son Co., Ld	Sept. 30, at 2 p.m.
Hoihow & Haiphong	Ingan	Butterfield & Swire	Sept. 28, Daylight.
Manila, A'tralian Ports	Nikko Maru	Nippon Yusen Kaisha	Sept. 27, at Noon.
Manila, Iloilo & Cebu	Kaifong	Butterfield & Swire	Oct. 3, at 4 p.m.
N'saki, Kobe & Y'hama	Yumano Maru	Nippon Yusen Kaisha	Sept. 27, at Noon.
Seattle & Japan Ports	Minnesota	Nippon Yusen Kaisha	Nov. 4, at noon.
San Francisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	Oct. 6, at Noon.
San Francisco v. Japan	Tenyo Maru	Toyo Kisen Kaisha	Oct. 13, at Noon.
Salina Cruz, v. Japan	Buyo Maru	Toyo Kisen Kaisha	Oct. 14, at Noon.
S'an Francisco v. Japan	Mongolia	Pacific Mail s.s. Co.	Sept. 30, at 1 p.m.
San Francisco v. Japan	Persia	Pacific Mail s.s. Co.	Oct. 20, at 1 p.m.
Shanghai	Kwongsang	Jardine, M'son Co. Ld.	Oct. 1, Daylight.
Shanghai	Anhui	Butterfield & Swire	Sept. 30, Midnight.
Shanghai	Chinhua	Butterfield & Swire	Sept. 28, at 4 p.m.
Shanghai	Delhi	P. & O. S. N. Co.	Sept. 27, at 5 a.m.
Saigon	Hangchow	Butterfield & Swire	Sept. 28, at Noon.
Swatow & Shanghai	Shaohsing	Butterfield & Swire	Sept. 27, at 4 p.m.
Swatow & Shanghai	Hangsang	Jardine, M'son & Co, Ld	Sept. 27, at Noon.
Sandakan	Chunsang	Jardine, M'son & Co, Ld	Sept. 27, Noon.
S'pore, S'rang & S'baya	Fausang	Jardine, M'son & Co, Ld	Sept. 30, at Noon.
Shai, Moji, Kobe, Y'ma	Candia	P. & O. S. N. Co.	About Sept. 23.
S'pore, P'nng, Calcutta	Namsang	Jardine, M'son & Co. Ld	Sept. 27, at Noon.
Shanghai, Moji & Kobe	Wakasa Maru	Nippon Yusen Kaisha.	Sept. 27.
S'hai & Japan Ports	Prinz Eitel Friedrich	Melchers & Co.	About Oct. 4.
S'tow, Amoy & Tamsui	Daijin Maru	Osaka Shosen Kaisha	Oct. 1, at 10 a.m.
S'tow, Amoy & F'chow	Choshun Maru	Osaka Shosen Kaisha	Sept. 27, at 10 a.m.
S'hai, Kobe & Y'hama	Bayern	Hamburg Am'ka Linie	Oct. 6.
S'tow, Amoy & F'chow	Haiching	Douglas, Lapraik, Co.	Sept. 29, at 1 p.m.
S'tow, Amoy & F'chow	Haitan	Douglas, Lapraik & Co.	Oct. 3, at 1 p.m.
V'toria, T'ma & Japan	Chicago Maru	Osaka Shosen Kaisha.	Oct. 3, at 11 a.m.
V'ria, B.C., Seattle &c.	Tamba Maru	Nippon Yusen Kaisha	Oct. 10, at Noon.
V'uver & S'tle v. Japan	Kumeric	The Bank Line, Ld.	About Oct. 10.
V'uver & S'tle v. Japan	Luceric	The Bank Line, Ld.	About Oct. 25.
Vancouver, (B.C.), &c.	Monteagle	Canadian Pac'fic R. Co.	Oct. 14, at 6 p.m.
Vancouver, (B.C.), &c.	Empress of India	Canadian P'fic R. Co.	Nov. 4, at 6 p.m.
W'wei, C'foo & T'tsin	Kueichow	Butterfield & Swire	Sept. 27, at 4 p.m.

THE WELLS-JOHNSON FIGHT.

Writing on August 28th, the London correspondent of the *China Press* stated:—The papers of England with very few exceptions are still rapping the daylight out of the world's championship match between Jack Johnson and Bombardier Wells. Generally speaking it is considered a most ridiculous match, as the consensus of journalistic opinion is that Wells is not even a 100 to 1 chance.

In the meantime Johnson is pursuing his merry way, burning up the roads with his big cars. A few days ago he went a step further by burning up his best car while on the road to Birmingham, where he was to give a public training exhibition. Last week he gave two training exhibitions at Nottingham.

Wells has been giving these exhibitions in a football field at Blackpool. They have opened a new racecourse there under National Hunt rules and the resort has been crowded. Thousands flock to see the English hope getting himself fit for a world's championship and every day a big stuff is served up for him to lay dead to the world for the edification of those who pay their "tanner" (sixpence) to go through the gates.

WELLS TO GET $10,000.

Johnson gets 20 per cent. of the receipts for his exhibitions, with all expenses paid, but Wells gets nothing. The $10,000 that he is to get for his end of the match includes all that is to be his from all sources of the venture. Johnson has agreed to go through with five weeks of thorough training before the match and he says that will be the hardest part of getting the money, as he doesn't like to work and says there is no occasion for him to do so "with a consumptive gent like Wells."

Johnson will sail for Australia under contract to Hugh D. McIntosh after his fight with Wells. McIntosh has left for Sydney to prepare the way for the heavy brigade he has secured for his big season there. Sam McVea, accompanied by Billy McClain, the old black comedian who is now managing the "Paris Idol"; Bandsman Rice, the English lightheavyweight champion, accompanied by his brother Peter Rice, an English heavyweight, and several others have sailed from Liverpool.

JOHNSON TO EARN $250,000.

Under his contract with McIntosh, Johnson is guaranteed $30,000 for his trip, but the amount that he will earn in the next year from it is no less than a quarter of a million provided he succeeds in beating the men, Lang, McVea and Langford, whom McIntosh has selected for him.

There will be a flegira of English boxers to the States this fall. Any number are looking with yearnings to the Land of Dollars, whence all British pugs return laden with gold and rosy stories of the good times they have had. Sam Sullivan, whom Papke defeated, Young Joseph, the welterweight champion, and Bert Moughton, the little Irish bantam, have gone. Moughton is the greatest little fighter this country has seen in many years. He can scale 115 pounds ringside and he strong. He has a record as long as a man's arm and has never been defeated at his weight. He has had some adverse decisions, but only on occasions when he has met opponents weighing from ten to twenty pounds more than himself. He is one of those two handed, fast, game little fellows that will go very far in the States. He fights more after the American style than the English and has a kick in either hand that spells disaster to anybody it connects with.

THE WORLD'S SCULLING CHAMPIONSHIP.

How Arnst won in New Zealand.

Once again the sculling championship of the world has been decided and once again Arnst has proved himself the best man the world can produce in this connexion. This is the fifth race he has won in succession for the tittle, and by doing so he has demonstrated more than ever before that he is in a class by himself.

His performance on July 29th was all that could be desired in the way of sculling, but there is no doubt that he was entirely done up when he finished the course. This, however, was only natural when it is taken into consideration that he broke the previous world's record in a championship race for the course. However, that is only a side issue, and does not concern the race against Pearce to any great extent.

Arnst's exhibition, says an exchange, showed him to be a wonderful exponent of the art of sculling. Not that he is a particularly expert waterman, or that he is brimming over with science, because he is not, but he has the knack of getting the best pace out of the boat, and that is everything. There was practically no lift in Arnst's works. Reaching forward to the catch he would start the drive immediately, and so get in all the great power of his legs. His big body would then be swung back to a great extent, and his hands would rip in over the hips and release the blades from the water almost square. His recovery was remarkably quick and easy, considering the manner of his finish, and when he was in full swing his boat ran well. In the first quarter of a mile, though, his boat seemed to drag slightly at the finish, but this no doubt was due to the shorter strokes and quick recovery and his weight.

At the finish of the course he was completely done up, and looked very fagged indeed, while Pearce seemed much fresher.

Up to the mile and a half it was a grand race, and even after that Arnst had a very hard undertaking in hand to keep in front. Certainly he gradually went away to five lengths, on account of his superior strength, but Pearce was going hard all the time, and compelled the champion to keep going also if he desired to maintain his lead. There are some people, particularly those on the land, who think Arnst had an easy win, but that is a fallacy. They did not see the race all the way, and had no idea of the gruelling mile and a half Pearce put up. Arnst freely admits that he was never so glad in his life when a race finished as he was on this occasion. This shows that Pearce fully justified his right to a race with the champion, and that he was well within bounds when he thought he had a chance with Arnst. His exhibition was a splendid one, and he has every reason to be proud of participating in a race in which the record time of the world was broken.

SHIPPING.

Latest Steamer Movements.

(Exclusive of Movements reported to-day.)

BUTTERFIELD & SWIRE.

O. S. S. C.
Achilles, L. Liverpool Sept. 23.
Agamemnon, L. S'pore & S'hai Aug. 23.
Ajax, A. S'pore H. Sept. 13.
Alcinous, P. Canal O. Sept. 15.
Antenor, L. Liverpool Sept. 9.
Antilochus, L. Liverpool Sept. 21.
Bellerophon, L. H.K. for Kobe & Seattle Sept. 7.
Calchas, A. London Sept. 8.
Cyclops, A. Penang Sept. 27.
Dardanus, A. H.K Sept. 25.
Deucalion, L. Batavia H. Aug. 17.
Glaucus, P. Canal O. Sept. 1.
Idomeneus, L. H.K. for S'pore Sept. 20.
Laertes, L. H.K. H. Sept. 22.
Machaon, L. Liverpool Sept 20.
Menelaus, A. London Sept. 8.
Orestes, L. Kobe H. Sept. 21.
Peleus, L. S'pore H. Sept. 2.
Persous, P. Canal H. Sept. 19.
Prometheus, A. Home Sept. 19.
Stentor, P. Canal H. Aug. 18.
Telamon, P. Canal H. Sept. 19.
Telemachus, L. H.K. for S'hai Sept. 13.
Teuser, A. London Sept. 12.
Theseus, L. Kobe H. Sept. 21.
Titan, L. S'pore H. Sept. 3.
Tydeus, A. Home Sept. 22.

C. M. S. N. C.
Astyanax, L. Batavia H. Sept. 11.
Atreus, L. H.K. for Takao Sept. 16.
Hyson,
Keemun, A. Y'hama from Tacoma Sept. 22.
Kintuck, L. Batavia for Amsterdam Sept. 18.
Menmon, A. Hankow Sept. 16.
Moyune, A. S'pore H. Sept. 14.
Mytilidon, L. H.K. H. Sept. 17.
Nelcis, L. Liverpool Sept. 13.
Ningchow, L. Liverpool Sept. 23.
Oanfa,
Oopack, L. Batavia for Amsterdam Aug. 24.
Pingsuey,
Protesilaus, L. H.K. for Manila Sept. 7.
Rhous, L. S'pore for Cebu & Japan Sept. 5.
Teenkai, P. Canal O. Sept. 12.
Yangtsze, P. Canal O. Sept. 19.

C. N. C.
Anhui, L. H.K. for S'hai Sept. 17.
Chenan, L. H.K. for S'hai Sept. 21.
Chinkiang, L. H.K. for Canton Sept. 22.
Chihli, A. H.K. Sept. 24.
Changchow, Up North.
Changsha, A. H.K. Sept. 22.
Chinhua, A. H.K. from S'hai, Sept. 24.
Foochow, In Shanghai.
Hangchow,
Hanyang, L. H.K. for Haiphong Sept. 24
Hoihow,
Huichow, L. H.K. for Swatow & Tientsin Sept. 21.
Hunan, L. H.K. for Samarang, Aug. 23.
Hupeh, A. H.K. Sept. 20.
Ichang, Up North.
Kashing, L. H.K. for Tsingtau & Newchwang Aug. 28.
Kaifong, L. H.K. for Manila and Iloilo Sept. 12.
Kuikiang, Up North.
Kweilin, Up North.
Kueichow, L. H.K. for Canton Sept. 24.
Kwangsi, Up North.
Kalgan, L. H.K. for Ningpo & Chinkiang Sept. 10.
Lipan, L. H.K. for S'hai Sept. 24.
Luchow,
Nanchang, L. H.K. for Amoy & Tsingtau Sept. 15.
Ningpo, Up North.
Pakhoi, Up North.
Shaoshing, A. H.K. Sept. 21.
Sungkiang, L. H.K. for Haiphong Sept. 22.
Singan, A. H.K. Sept. 26.
Shantung, A. H.K. from Haiphong Sept. 15.
Shansi, L. H.K. for Hongay Sept. 20.
Szechuen, A. H.K. from Hongay Sept. 5
Taiyuan, L. H.K. for Manila & Australia Aug. 17.
Tean, A. H.K. Sept. 22.
Taming, L. H.K. for Manila Sept. 20.
Tamsui,
Yochow, L. H.K. for Amoy & S'hai Sept. 21.
Yunnan.
Yingchow, L. Swatow for H.K., Hongay and Shanghai, Aug. 9.
Wuhu, A. H.K. from Kobe Sept. 24.

JARDINE, MATHESON & Co., LD.

I. C. S. N. C.
Cheongshing, L. H.K. for S'tow & Tientsin Sept. 21.
Chunsang, A. H.K. Sept. 17.
Choysang, L. H.K. for Swatow & S'hai Sept. 20.
Chipshing, A. H.K. from Canton Sept. 24.
Fausang, A. H.K. Sept. 22.
Fooksang, L. S'pore for Calcutta Sept. 13.
Fooshing, L. H.K. for Mexico July 14.
Hopsang, L. H.K. for Amoy & Tjilatjap Aug. 23.
Hangsang, L. H.K. for Canton Sept. 21.
Kwongsang, L. H.K. for Swatow & S'hai Sept. 13.
Kumsang, A. S'pore from H.K. Sept. 14.
Kutsang, A. H.K. Sept. 21.
Loksang, up North.
Loongsang, L. H.K. for Manila Sept. 23.
Laisang, L. Calcutta for Straits Sept. 13.
Mausang, L. H.K. for Sandakan Sept. 23.
Namsang, A. H.K. from S'hai and Kobe Sept. 20.
Onsang, L. H.K. for Tsingtau Sept. 23.
Suisang, L. H.K. for Wei-Hai-Wei, Sept. 20.
Tungshing, L. H.K. for S'hai, Sept. 8.
Tingsang,
Wosang,
Wingsang,
Yuensang, L. H.K. for Manila, & Iloilo Sept. 16.
Yatshing, A. H.K. for S'pore & Sourabaya Sept. 14.

SHIRE LINE.
Carmarthenshire, L. S'pore H. Sept. 8.
Denbighshire, P. Canal H. Aug. 22.
Flintshire, P. Canal O. Sept. 5.
Monmouthshire,
Pembrokeshire, A. Home Sept. 22.

CHINA MERCHANTS S. N. Co.
Chiyuen, L. H.K. for S'hai Sept. 16.
Hsing Chang.
Kwang-loe, A. H.K. from S'hai, Sept. 23.
Kwang tah, L. H.K. for S'hai Sept. 22.
Taishun, L. H.K. for S'hai Sept. 20.
Yushun,

NIPPON YUSEN KAISHA.
Aki Maru, L. H.K. for Kobe Aug. 31.
Awa Maru, L. H.K. for Keelung & Seattle Aug. 10.
Atsuta Maru, P. Canal O. Sept. 22.
Bombay Maru, L. H.K. for S'hai Sept. 1.
Bingo Maru, L. H.K. for S'hai & Kobe Sept. 16.
Ceylon Maru, L. H.K. for S'pore & B'bay Sept. 21.
Colombo Maru, A. H.K. Aug. 13.
Hirano Maru, L. H.K. for S'pore Aug. 30.
Hakata Maru, A. S'pore Sept. 14
Hitachi Maru, A. Marseilles, Aug. 12.
Inaba Maru, L. H.K. for Keelung and Seattle Sept. 12.
Iyo Maru, A. London Sept. 32.
Inaba Maru, A. H.K. from S'hai Sept. 8.
Jinsen Maru, A. H.K. Sept. 23.
Kamakura Maru,
Kawachi Maru,
Kumano Maru, A. H.K. Sept. 25.
Kaga Maru, A. H.K. from S'pore Sept. 25.
Kamo Maru, A. H.K. Sept. 25.
Kitano Maru, A. Home Sept. 15.
Kanagawa Maru, A. S'pore for Colombo Sept. 7.
Miyazaki Maru, P. Canal H. Aug. 18.
Mishima Maru, L. H.K. for Kobe Sept. 14.
Nikko Maru, A. H.K. from N'saki Sept. 26.
Sado Maru,
Soyo Maru, L. Kobe for Moji Sept. 22.
Tamba Maru, A. Seattle, Aug. 17.
Tosa Maru, L. H.K. for S'pore & Bombay Aug. 22.
Tango Maru, L. H.K. for S'pore Sept. 13.
Wakasa Maru, A. H.K. from S'pore Sept. 26.
Yawata Maru, L. H.K. for Manila and Australia Sept. 1.

GREAT NORTHERN S. S. Co.
Minnesota, L. Y'hama for Seattle Aug. 19.

P. & O. S. N. Co.
Arcadia, L. S'pore for Bombay Sept. 8.
Assaye, A. H.K. from S'hai Sept. 14.
Borneo,
Ceylon, P. Canal O. Sept. 19.
Candia, A. H.K. O. Sept. 27.
Devanha, L. H.K. for S'pore Aug. 31.
Delhi, A. S'pore Sept. 22.
Delta, L. H.K. for S'pore, Sept. 16.
Himalaya,
Malta, A. Colombo O. Sept. 21.
Noro, A. H.K. H. Aug. 23.
Nile, P. Canal H. Sept. 22.
Nubia, P. Canal H. Aug. 15.
Namur, P. Canal O. Sept. 22.
Palma, L. H.K. O. Sept. 10.
Peshawur,
Palawan,
Poona, A. London Sept. 21.
Palermo,
Sardinia, L. H.K. H. Sept. 21.
Syria, P. Canal H. Sept. 8.
Sunda, L. H.K. for S'hai & Y'hama Aug. 26.
Sicilia,
Socotra, L. S'pore H. Sept. 14.
Sumatra, L. H.K. for S'hai Sept. 22.
Simla,

MESSAGERIES MARITIMES.
Australien,
Armand-Behic, L. H.K. O. July 5.
Caledonien, A. H.K. H. Sept. 25.
Dumbea, A. Home Aug. 18.
Ernest Simons, P. Canal O. Sept. 19.
Nera,
Polynesien, L. S'pore H. Sept. 21.
Salazie,
Sydney, L. H.K. for S'hai Sept. 11.
Tonkin, A. H.K. O. Sept. 25.
Tourane, P. Canal H. Sept. 25.
Ville de la Ciotat,
Yarra, A. Home Sept 15.

NORDDEUTSCHER LLOYD.
Borneo, L. H.K. for Kudat Sept. 22.
Buelow, L. H.K. H. Sept. 21.
Coblenz, L. H.K. for Manila & Australia, Sept. 9.
Derfflinger, A. S'hai O. Sept. 25.
Gneisenau, L. H.K. O. Sept. 8.
Kleist, P. Canal H. Sept. 15.
Luetzow,
F. E. Friedrich, L. Colombo O. Sept. 25.
Prinz Ludwig, A. S'pore H. Sept. 13.
Prinzess Alice,
Prinz Waldemar,
Prinz Sigismund, L. H.K. for Kobe Sept. 21.
Yorck,

HAMBURG-AMERIKA LINIE.
Alesia, L. H.K. H. Sept. 14.
Ambria, A. S'pore H. Sept. 9.
Aragonia,
Arcadia, P. Canal O. Sept. 10.
Bayern, P. Canal O. Sept. 5.
Belgravia, L. S'pore for Manila O. Sept. 8.
Brasilia,
Brisgavia, L. H.K. H. Aug. 27.
Freinfels, P. Canal O. Sept. 19.
Fürst Bülow,
Liberia, P. Canal H. Sept. 12.
Preussen, A. H.K. H. Sept. 17.
Rheinfels, L. H.K. for S'hai & Y'hama Aug. 27.
Sachsen, P. Canal O. Sept. 1.
Saxonia,
Scandia,
Segovia, P. Canal H. Sept. 19.
Senegambia, L. H.K. for S'hai Sept. 25.
Silesia, P. Canal H. Sept. 19.
Sithonia,
Slavonia,
Spezia, A. Home Sept. 22.
Suevia, L. H.K. for S'hai and Y'hama, Sept. 6.
Silvia,
Vandalia, P. Canal O. Sept. 19.

DODWELL & Co.
Afghan Prince, P. Canal O. Sept. 15.
Ghazee, P. Canal O. Sept. 12.
Lovat, A. Home Sept. 15.
Montrose, P. Canal O. Sept. 5.
Muncaster Castle,
Pathan,
Satsuma, L. Kobe for S'hai Sept. 19.
Sikh, L. S'pore for Boston Sept. 2.
Suruga, P. Canal H. Sept. 5.
Wray Castle,

AUSTRIAN LLOYD.
Austria, L. H.K. for S'hai Sept. 17.
China, P. Canal O. Sept. 5.
E. F. Ferdinand,
Nippon, L. H.K. H. Aug. 25.
Persia, P. Canal H. Sept. 15.
Vorwaerts, A. H.K. Sept. 22.

BANK LINE.
Joseric, P. Canal for New York Sept. 22.
Aug. 9.
Kumeric, L. H.K. for Manila Sept. 17.
Luceric, A. Kobe for Moji Sept 19.
Orteric, L. H.K. for Keelung and Portland Aug. 12.
Quito, L. H.K. for Calcutta Aug. 25.
Rosoric, L. H.K. for S'pore Sept. 17.
Suveric, L. Kobe for Y'hama Sept. 18.

GLEN LINE.
Glencsk, A. S'hai Sept. 13.
Glenfarg, L. H.K. for S'hai Sept. 23.
Glenlogan,
Glenroy, L. London Sept. 20.
Glenshiel, L. London Sept. 15.
Glenturret, L. S'hai for H.K. Sept. 30.

JOHN, DAVINGSTON & Co.
Aldenham, L. H.K. for Moji Sept. 13.
Eastern, L. H.K. for Australia Sept. 20.
Empire, A. H.K. Sept. 25.
St. Albans, L. H.K. for Australia Aug. 22.

BEN LINE.
Benalder, L. H.K. for Nagasaki Sept. 14.
Benarty,
Benavon, P. Canal O. Sept. 13.
Beneleuch, P. Canal H. Sept. 8.
Bendoran, L. H.K. for Nagasaki Aug. 6.
Benglo, L. H.K. for Nagasaki Aug. 31.
Benlarig, P. Canal O. Sept. 5.
Benlawers, In Japan.
Benledi,
Benlomond, P. Canal O. Sept. 5.
Benvorme, L. H.K. for Nagasaki, Sept.
Benvorlich, A. Home Sept. 22.

CANADIAN PACIFIC R. Co.
Empress of India, L. Y'hama H. Sept. 12.
Empress of China
Empress of Japan, A. H.K. Sept. 24.
Monteagle, A. H.K. Sept. 7.
Pacific Mail.
China, A. Honolulu Sept. 22.
Korea, L. Frisco Sept. 19.
Manchuria, L. Y'hama for H'lulu Sept. 19.
Mongolia, A. H.K. Sept. 23.
Persia, L. Honolulu for Y'hama Sept. 20.
Siberia, A. Frisco Sept. 23.

TOYO KISEN KAISHA.
America Maru, At Y'hama.
Buyo Maru, L. Moji for H.K. Sept. 22.
Chiyo Maru, L. Nagasaki for Kobe Sept. 29.
Hongkong Maru, L. Iquique Sept. 21.
Kiyo Maru, L. Honolulu for Peru Sept. 15.
Nippon Maru, A. H.K. from Nagasaki, Sept. 26.
Shinyo Maru, A. Frisco Sept. 14.
Tenyo Maru, L. Y'hama for Kobe Sept. 26

OSAKA SHOSEN KAISHA.
Canada Maru, L. Y'hama for Kobe Sept. 22.
Chicago Maru, A. Manila Sept. 22.
Mexico Maru, L. S'hai for Moji Sept. 21.
Panama Maru, A. Tacoma Sept. 21.
Seattle Maru, L. Y'hama for Victoria
Tacoma Maru, L. Victoria, Sept. 16.

APCAR LINE.
Arratoon Apcar,
Catherine Apcar, L. S'pore for Calcutta Sept. 9.
Gregory Apcar, L. H.K. for S'hai & Kobe Sept. 14.
Japan, L. H.K. for S'pore Sept. 20.
Lightning, A. H.K. Sept. 18.

H.=Homeward. P.=Passed.
O.=Outward. H.K.=Hongkong.
L.=Leaves or Left.
A.=Arrives or Arrived.

The Editor would be grateful if Steamship Company Agents would assist him in keeping the above column up to date by occasionally cutting out their list of steamers and sending same to this office with corrections and additions.

'Want' Advertisements

PREPAID

$1 per inch..... 3 insertions.
$2 „ „ ..... One week.

WANTED.

FURNISHED, or preferably unfurnished, BEDROOM on lower levels.
Apply to 'W. X.,'
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Hongkong, Sept. 23, 1911. 122

WANTED.

PIANIST and VIOLINIST for Dance monthly.
Apply 'Box 30,'
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Hongkong, September 22, 1911. 1213

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CONVERSATIONAL FRENCH taught by a Frenchman (Government instructor) entirely in French, without translation, even for mere beginners. Fluency acquired in a short time. A trial lesson free of charge. Terms very moderate.
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Hongkong, September 20, 1911. 1200

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AT a Moderate Price 40 acres of LAND in the Colony suitable for chicken arming or raising pigs or cattle.
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Hongkong, August 12, 1911. 1035

FOR SALE.

UPRIGHT PIANOFORTE, by Hopkinson, London: Rosewood Case, complete Iron Frame, 7 Octaves, overstrung scaling, underdamper action, Brass Stud Rail to trichord; Ivory Keys; sounding board screwed and fastenings of hammer felts and other parts of action as necessary for tropical climates: Electric Lamps to sconces and for internal ventilation. Instrument was new in 1909 and is in thoroughly good order.
Apply WARD ROOM OFFICERS,
H.M.S. *KENT*,
NAVAL YARD.
Hongkong, September 25, 1911. 12[illegible]4

FOR RENT.

PREMISES on the BRITISH CONCESSION, SHAMEEN, CANTON, suitable for Offices, Godown, and/or living quarters. Repairs and alterations will be made to suit tenant.
Apply to
CHINA BAPTIST PUBLICATION SOCIETY, CANTON.
Canton, June 14, 1911. 787

To Let.

TO LET.

FURNISHED FLAT in MACDONNELL ROAD, from October 1st, for three months, possibly longer. Electric Light, Telephone, etc.
Apply No. 13c, MACDONNELL RD.
Hongkong, September 14, 1191. 1207

TO LET.

FURNISHED, at the PEAK, from middle of March, 1912, for 6 months, or longer, A FOUR-ROOMED BUNGALOW, with use of Tennis Court.
Apply to 'T. K.,'
Care of 'CHINA MAIL' Office,
Hongkong, September 21, 1911. 1206

TO LET.

OFFICES on 1st and 2nd Floors, now in course of erection, at No. 6, DESVŒUX ROAD to be let.
Apply to
DAVID SASSOON & Co., LTD.
Hongkong, September 18, 1911. 1192

TO BE LET.
ON OR ABOUT 1ST MARCH, 1912.

SHOPS and OFFICE, in ALEXANDRA BUILDINGS, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd.
A. S. WATSON & Co., LTD.,
Alexandra Buildings.
Hongkong, August 29, 1911. 1110

TO LET.

OFFICES on FIRST FLOOR of HOTEL MANSIONS facing New Post Office
Apply to
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, August 17, 1911. 1058

TO LET

GODOWN No. 51, DUDDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, September 1, 1911. 709

TO LET.

GODOWNS, 95 & 96, PRAYA EAST.
Apply
CHATER & MODY.
Hongkong, December 6, 1910. 1474

TO LET.

GODOWN No. 4, NEW PRAYA, Kennedy Town.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, September 1, 1911. 1052

TO LET.

NO. 24, D'AGUILAR STREET suitable for godown, etc., occupied by Vienna Cafe Co. last.
Apply to
YEE SANG FAT & CO.,
34, Queen's Road Central.
Hongkong, June 29, 1911. 85

TO LET.

GODOWNS, 151 to 155, PRAYA EAST.
'CREGGAN,' 39, The PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, September 1, 1911. 2

TO LET.

FLATS in NATHAN ROAD, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.
New and Commodious SHOPS, NATHAN ROAD, Kowloon. Immediate possession, Cheap Rental.
Apply to
HUMPHREYS' ESTATE & FINANCE Co., LTD.
Hongkong, March 23, 1909. 408

TO LET.

NO. 57, PRAYA GRANDE, MACAO.
BEACONSFIELD OFFICES on Ground and 1st Floors, CHATER ROAD, (very central position).
No. 9, BEACONSFIELD ARCADE (Shop).
'KELLETT CREST,' No. 66, Peak.
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HARTING and ROGATE, near the King's Park, Kowloon.
'MERION,' No. 9, the Peak, 6 Rooms; with use Tennis Court.

FOR SALE, TOR CREST, at Peak, commanding magnificent view of the Harbour and adjacent islands.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 16

FROM LONDON TOWN.

(From Our London Correspondent.)

LONDON, September 3.

CRICKET "BRUTAL" AND FOOTBALL "DEMORALISING."

"I suppose the fact that this is the silly season makes people more apt to tackle queer points of view: but anyway we are having some violent attacks on our most cherished sports to put up with as well as the heat.

For instance, here is the "Chronicle" giving space to the following.—"I hear my cricket-loving friends in club and pavilion revile modern football for its brutality—a charge it really deserves if fouling be brutal—but unless some steps are taken in these present times to stop the bumping tactics of some of our fast bowlers cricket will degenerate into a game where sporting instincts no longer exist.

"It is not many years since the bowler who went "for man or wicket" was considered bad form, but since the introduction of the ultra-fast bowler the practice of sending down the short-pitched ball has developed to a marked degree and become a dangerous science. Spofforth, the Australian, perhaps the most effective fast bowler on record, would now and again send one of his deliveries at lightning speed, but it was well pitched up and frequently a yorker. That was bowling with the head. But Spofforth's successors bowl at the head—a totally different style of tactics.

"Tac off-theory is the excuse of many men who send along a short-pitched ball, hoping that the batsman will just tip it into the hands of slip as it rises past him. There is no bodily danger in this sort of bowling, but when the bowler deliberately bowls the same length so that the ball shall rise to the height of the batsman's head and shoulders cricket degenerates into a game that places it on a par with prize fighting and rough football.

"This year I have watched several fast bowlers belonging to different counties, and it required no effort of imagination to feel that in some part of the match they were endeavouring to scare their opponents, if not actually to maim them. In all instances the batsmen had become set, and were meeting the bowling with confidence. In all instances, too, these same bowlers had been sending overs of good lengthed balls, proving that they could if they would pitch the balls pretty well where they liked. Then came a change. Extra men were placed in the slips, the bowler sent along balls at terrific speed that pitched short, and bounded up head high until the batsmen found themselves, as it were, dodging the ball to save themselves from blows, instead of batting with the object of keeping up their wicket and making runs. Then the bowler would unexpectedly send down a straight, good lengthed ball for which the batsman was totally unprepared, and hit the wicket. The practice of this style of bowler is to unnerve the batsman first and take his wicket afterwards.

"When premeditated, as I have frequently seen it, it becomes from its very coolness almost callous. Not long since I overheard a well known fast bowler remark in the pavilion during the interval—"I shall soon split up this partnership, for I'm going on at the top end to make them kick." What he meant was that he would adopt the tactics I am writing to condemn—the man or the wicket theory. And he was right in his forecast; for the batsmen after lunch spent most of their time in defending their heads and bodies from kicking balls, and eventually lost their wickets from snicks off their bats which they were using to ward off the ball rather than attempt to score.

"A maimed limb is the professional cricketer's ruin. The game is his livelihood. He dare run no risks. And therefore it is common knowledge that rather than stand up to the fierce attack of the bumping bowler the professional will intentionally lose his wicket. He is not "playing the game," in the sporting sense of the phrase, but he is keeping himself sound and fit to earn his fees in future matches.

"In first class cricket these unsporting tactics are bad enough, but unfortunately they are spreading to second and third and even lower rate cricket. And on bad wickets the bumping ball is a source of real danger. Only the other day I saw eight batsmen out of eleven badly hit by a bowler who, on a country ground, was pitching the ball not much more than half-way up to the wicket, ball after ball rising to the height of the batsmen's heads. Unexpectedly he would now and again send along a ball that kept low and hit the wicket; at other times he secured a victim through the ball edging of the side of the bat into the hands of slip or the wicket keeper. He was quite pleased with himself and his side complacently cried" "Well bowled." The damaged batsmen were equally glad to have escaped sudden death, and the pavilion compared notes on the injuries they had received.

"One of these fine days some cricketer of note will be killed by the bumping fast bowler; only minor players have so far been the victims, but they are numerous enough, as a glance in the Press will show, especially when Saturday matches are reported.

"The responsibility at present rests with the captain of the team. If the pitch be bad and a certain fast bowler is making the ball kick he should immediately take him off, even at the risk of losing a match. But the temptation to let him scare out the other side advisedly I call it scaring, for it cannot be called bowling—is strong, and it frequently happens that he is only giving blow for blow, as the fast bowler of the opposing team has earlier in the game laid out a few of his own men. A mutual determination and understanding among captains practically to discourage the demon bowler by refusing to let him bowl when he starts to bump the ball is the most sportsmanlike way of putting a stop to what I have described as the brutal side of cricket. Should they fail, the umpire must be given the power to stop the bowler in his murderous career, just as the referee can warn off foul players on the football field.

"Cricket must be preserved in the cleanliness that has been its glory from the day of its inception, and all unsportsmanlike methods be eliminated to preserve its purity.

But very likely you play pure cricket as of old in Hongkong, and all this howling goes over your head.

LOOK AT FOOTBALL.

Now for football. Sunday school workers around Manchester complain that the Lancashire lads are becoming fearful liars and that football is at the bottom of the trouble. They are urging the churches to make special efforts in view of the approach of the football season to avert this "new terror."

Said one parson the other day—"I can see nothing else for it than that some of us will have to turn football parsons. We must don the jersey and play with our lads whenever we can, for there is no telling where the lying evil is going to end if we do not tackle it with all seriousness.

"There are those amongst us who were members of football teams in college, so that it will not be a very difficult thing for them to enter the field. Of course I am speaking of the younger clergy. Some of the older ones, if they cannot play, can at any rate, occasionally attend matches. By their presence they would demonstrate their kindly interest in the lads and their clubs, which are often part of the church organizations."

It seems that the boys get a touch of the fishermen's temptation into their athletics and start to brag about the doings of their clubs and individual members so that their organisation shall not be outdone in debate. "Some of them," said this cleric, "tell their lies in such a cold, wilful, barefaced manner that one shudders to think of other evils that will assuredly be added to the deceitfulness of these fellows when they grow older.

"They are so carried away with football that they will not only give wrong names, but also wrong addresses, in order to get into a club attached to a league. Nor does the lying end there. Youths have even declared that they have played with better placed clubs, knowing as they did that such a statement would enhance their chances of being "taken on." When charged with furnishing wrong names and addresses the almost invariable reply is that "it is done all over the place."

It seems that this method is one of the outcomes of the growing professionalism in football. There is money in it and so the lads want to "get there." Of course, they remain to be heard from, but I am not sure I shall be able to translate their replies in my next letter in such terms as will enable you to distribute them in respectable homes.

RAILS FOR CHINA.

Contracts here and in America are looking for big orders for steel rails for Chinese railways shortly. I hear that the amount wanted within the year is not less than fifty thousand tons for new lines. There will be keen competition for the contracts.

Another enterprise to be placed on a regular footing is that of the cinematograph theatre that is such a hard competitor of the music halls in the West now. Hitherto the operator who set out to get Chinese films had to run big risks. Now he is to be protected and is to help the Chinese to open these theatres all over the empire. It may not be a bad way of spreading western knowledge, if some sort of censorship is exercised over the films.

GRIMSBY TRAWLERS FOR JAPAN.

Within a few days a fleet of modern steam trawlers will start from Grimsby for Japan, to serve as the nucleus of a great new fishing fleet that is to revolutionise the fishing system of the Mikado's subjects.

Grimsby has undertaken the inaugural on of many such fishing fleets in different parts of the world, for it is at the Humber port that the greatest experts in this business are to be found. It seems that a test has already been made in Japanese waters and not only has it proved successful but new fishing banks have been discovered that the ordinary fishing craft of the Japanese could not cover.

Young Japanese have also been sent to study Grimsby methods on the spot for the past few years and now there are several of them who know as much as their teachers, while high officials from Tokio have also been there to learn the shore system of dealing with the fish and the ships when brought to harbour.

In this initial fishing enterprise Grimsby fishermen and skippers are signing on for a term of years in the Japanese waters and they are now putting the last touches to their four trawlers for the eastward voyage.

SHOWING THE DRAGON FLAG.

Yesterday the Chinese cruiser Hai Chi that came over to British waters to take part in the Coronation festivities and the review at Spithead, left Plymouth for New York. After the great review she was taken to Newcastle to have her machinery overhauled before tackling the Atlantic passage, and also to have her electrical installation renewed.

The smart appearance of ship and men has won warm praise from Western experts. Indeed some of them declare that in all the review there was nothing more striking than the demonstration of how the Chinese navy has developed in the last few years.

The Atlantic seaboard of the United States has never been visited by a Chinese warship before, so we may look for considerable curiosity and some interesting statements when our cousins run their eye over the visitors.

After a short stay in New York the vessel goes on to Mexico and Cuba and then returns to England to await the completion of the two warships now being built at Elswick and Barrow, which she will escort out to Shanghai.

CANTON-KOWLOON RAILWAY.

TIME TABLE.

On and after 3rd October, 1911, until further notice.

DOWN TRAINS. Previous Time-Tables cancelled. **UP TRAINS.**

STATIONS.	No. 1 Through.	No. 3 Through.	No. 5 Joint Sectional.	No. 7 Joint Sectional.	No. 9 Joint Sectional.	No. 11 Sectional.	No. 13 Sectional.
Canton, (Tai Sha Tou) ..... dep.	7.55	14.25		7.00	13.30		
Shek Pai, ... arr.				7.08	13.38		
	8.02	14.32		7.09	13.39		
Che Pi, ... arr.				7.20	13.50		
	8.12	14.42		7.22	13.52		
Wu Chung, ... arr.				7.32	14.02		
	8.20	14.51		7.33	14.03		
Nan Kong, ... arr.				7.44	14.14		
	8.29	15.00		7.46	14.16		
Sun Tong, ... arr.				7.57	14.27		
	8.39	15.10		7.58	14.28		
Tong Mei, ... arr.				8.03	14.33		
	8.44	15.15		8.05	14.35		
Nga Yeo, ... arr.				8.10	14.40		
	8.48	15.19		8.11	14.41		
Sien Tsun, ... arr.				8.20	14.50		
	8.55	15.26		8.22	14.52		
Shek Ha, ... arr.				8.31	15.01		
	9.03	15.34		8.32	15.02		
Shek Tan, ... arr.				8.40	15.10		
	9.09	15.40		8.42	15.12		
Shek Lik Kou, ... arr.				8.47	15.17		
	9.13	15.44		8.48	15.18		
Shek Lung, ... arr.	9.21	15.52		8.58	15.28		
	9.31	15.00	7.30				
Sai Wu, ... arr.		15.06	7.36				
	9.36	15.07	7.37				
Nam Sheh, ... arr.		15.17	7.47				
	9.45	15.18	7.48				
Wang Lik, ... arr.		15.29	7.59				
	9.55	15.30	8.01				
Sheung Ping & Muk Lun, ... arr.		15.39 (x No. 2)	8.10				
	10.03	15.42	8.13				
Tu Tong, ... arr.		15.49	8.20				
	10.09	15.50	8.21				
Cheung Muk Tou & Shek Ma, ... arr.	x No. 4	17.04	8.35				
	10.22	17.06	8.38				
Lum Tsun, ... arr.		17.17	8.49				
	10.33	17.18	8.50				
Tong Tou Ha, ... arr.		17.25	8.57				
	10.39	17.26	8.59				
Shek Ku, ... arr.		17.33	9.06				
	10.45	17.34	9.07				
Tin Tong Wai, ... arr.		17.40	9.13				
	10.50	17.41	9.14				
Ping Wu, ... arr.		17.51	9.24 (x No. 4)				
	10.59	17.53	9.32				
Li Long, ... arr.		18.04	9.43				
	11.09	18.05	9.44				
Pu Kut, ... arr.		18.16	9.54				
	11.18	18.18	9.56				
Shum Chun ..... arr.		18.30	10.08				
	11.29	18.35					
Fan Ling, ... arr.							
	11.39						
Tai Po Market, ... arr.							
	11.47						
Tai Po, ... arr.		18.43					
	11.48						
Sha Tin, ... arr.		18.51					
	11.57						
Yaumati, ... arr.							
	12.03						
Hung Hom, ... arr.		18.54					
	12.05						
Kowloon, ... arr.		19.06					
	12.18						
	12.19						
	12.30						
	12.31	19.14					
	12.35	19.18					
	12.36	19.20					
	12.39	19.22					

Passenger for British Section continue by No. 1 Through.

Passengers for Shum Chun and British Section go by No. 1 Through.

Passengers for stations beyond Shek Lung and to Shum Chun, Hunghom and Hongkong, only go by No. 3 Through.

STATIONS.	No. 2 Through.	No. 4 Through.	No. 6 Joint Sectional.	No. 8 Sectional.	No. 10 Sectional.	No. 12 Sectional.
Kowloon, ... dep.	14.25	8.00	11.00			7.00
Hung Hom, ... arr.			11.03			7.03
	14.27	8.02	11.04			7.04
Yaumati, ... arr.			11.09			7.09
	14.30	8.05	11.11			7.11
Sha Tin, ... arr.			11.28			7.28
	14.39	8.14	11.29			7.29
Tai Po, ... arr.			11.50			7.50
	14.51	8.26	11.54			7.54
Tai Po Market, ... arr.			11.58			7.58
	14.54	8.29	12.02			8.02
Fan Ling, ... arr.			12.17			8.17
	15.02	8.37	12.18			8.18
Shum Chun, ... arr.			12.30			8.30
	15.10	8.45	13.00			
Pu Kut, ... arr.			13.12			
	15.15	8.55	13.14			
Li Long, ... arr.		9.07	13.24			
	15.26	9.09	13.25			
Ping Wu, ... arr.		9.19	13.36			
	15.35	9.20	13.38			
Tin Tong Wai, ... arr.		9.31 (x No. 5)	13.48			
	15.43	9.33	13.49			
Shek Ku, ... arr.		9.43	13.55			
	15.54	9.44	13.56			
Tong Tou Ha, ... arr.		9.50	14.03			
	15.59	9.51	14.05			
Lum Tsun, ... arr.		9.58	14.12			
	16.05	10.00	14.13			
Cheung Muk Tou & Shek Ma, ... arr.		10.07	14.24			
	16.11	10.08	14.26			
Tu Tung, ... arr.		10.19 (x No. 1)	14.40			
	16.22	10.23	14.41			
Sheung Ping & Muk Lun, ... arr.		10. 7	14.48			
	16.35	10.38	14.50			
Wang Lik, ... arr.	x No. 3	10.45	14.59			
	16.41	10.47	15.01			
Nam Sheh, ... arr.		10.56	15.12			
	16.49	10.57	15.13			
Sai Wu, ... arr.		11.08	15.23			
	16.59	11.09	15.24			
Shek Lung, ... arr.		11.19	15.30	9.30	16.00	
	17.08	11.20		9.40	16.10	
Shek Lik Kou, ... arr.		11.26		9.41	16.11	
	17.13	11.36		9.46	16.16	
Shek Tan, ... arr.				9.48	16.18	
	17.18	11.38		9.56	16.26	
Shek Ha, ... arr.				9.57	16.27	
	17.26	11.44		10.06	16.36	
Sion Tsun ..... arr.				10.08	16.38	
	17.36	11.54		10.17	16.47	
Nga Yeo, ... arr.				10.18	16.48	
	17.43	12.02		10.23	16.53	
Tong Mei, ... arr.				10.25	16.55	
	17.50	12.09		10.30	17.00	
Sun Tong, ... arr.				10.32	17.02	
	17.54	12.13		10.43	17.13	
Nam Kong, ... arr.				10.45	17.15	
	17.59	12.18		10.56	17.26	
Wu Chung, ... arr.				10.57	17.27	
	18.10	12.28		11.07	17.37	
Che Pi, ... arr.				11.09	17.39	
	18.18	12.37		11.20	17.50	
Shek Pai, ... arr.				11.22	17.52	
	18.27	12.46				
Canton, (Tai Sha Tau.) ..... arr.		12.56				
	18.37	13.03		11.30	18.00	
	18.44					

Passengers for stations beyond Shek Lung go by No. 10 Sectional.

Passengers from Intermediate Stations between Shum Chun and Shek Lung and for Canton only go by No. 4 Through.

By Order,
E. S. LINDSEY, *Manager,*
British Section,
Canton-Kowloon Railway.

By Order,
The Administration,
Chinese Section,
Canton-Kowloon Railway.

AGENTS

LONDON:—F. ALGAR, 11 & 12 *Clement's Lane, Lombard Street* E.C. T. B. BROWN & Co., Ltd., 163 *Queen's Road, Victoria St.* CLARKE, SON & PLATT, 85 *Gracechurch St.*, E.C. G. STREET & Co., Ltd., 30 *Cornhill.* GORDON & GOTCH, 15 *St. Bride St.*, E.C. ROBERT WATSON, 180 *Fleet Street.* O. MITCHELL & Co., *Snow Hill Holborn Viaduct*, E.C. D. J. KEYMER & Co., 3 *Whitefriars St.*, E.C. MATHER & CLOWTHER, Ltd., 10, 11, 12 *New Bridge St.*, E.C.

SCOTLAND:—FRED. L. SIMONS, 8 *North St. David Street, Edinburgh.*

PARIS AND EUROPE, MAYNCE FRÈRE & Co., 18 *Rue de la Grange, Batelière Paris.*

NEW YORK:—THE CHINESE EVANGELISTS OFFICE, 52, *West 42nd Street.*

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

PHILIPPINE ISLANDS:—A. S. WATSON & Co., *Manila.*

CHINA:—*Canton*, PATELL & Co., *Amoy*, THE AMOY STORE, *Foochow*, BROCKETT & Co., *Shanghai*, KELLY & WALSH, LTD., *Yokohama*, KELLY & WALSH, LTD.

THE CHINA MAIL, LTD.,
6, Wyndham Street, Hongkong.

BIRTH.

SMITH.—On the 26th inst., to Mr and Mrs GEORGE MORTON SMITH, a daughter.

DEATH.

MCDONALD.—Suddenly, at Yaumati this morning, DUNCAN MCDONALD, Inspector of Police.

MEMO FOR TO-MORROW.

Entries close for H.K. Cricket League Competition.

5.30 p.m.—'China Mail' Harbour Race.

General Memoranda.

THURSDAY, September 28:—
5.15 p.m.—Kowloon Cricket Club's Meeting.

FRIDAY, September 29:—
5.30 p.m.—Royal H.K. Yacht Club's Annual General Meeting.
6 p.m.—Hongkong Cricket Club Annual General Meeting.

SATURDAY, September 30:—
3.30 p.m.—Fifth Gymkhana Meeting.
9 p.m.—Promenade Concert on H.K. Cricket Club's Ground.

SUNDAY, October 1st:—
10 a.m. Opening of Victoria Skating Rink.

MONDAY, October 2nd:—
Wells-Johnson fight at Earl's Court.
Opening of Chinese Section of Canton-Kowloon Railway.

TUESDAY, October 3rd:—
5.30 p.m. Organ Recital at St. John's Cathedral.

WEDNESDAY, October 4:—
4 p.m.—Fire Brigade Competition outside City Hall.

The China Mail.

HONGKONG, TUESDAY, SEPTEMBER 26, 1911.

THE CHINA SQUADRON.

RECENT announcements in regard to the constitution of the British Naval Squadron in Far Eastern waters show that the conclusions arrived at two years ago by the Conference on Imperial Defence in relation to naval matters are taking definite shape. It will be borne in mind that, in order that the Commonwealth and New Zealand contributions, whether in money or otherwise, should fit into the Imperial Naval defence scheme, it was resolved to remodel the squadrons maintained in Far Eastern waters on the basis of a Pacific Fleet, to consist of three units—in the East Indies, Australia, and China Seas respectively—each unit to comprise, with some variations, a large armoured cruiser of the Indomitable type, six destroyers of the "River" class, and three submarines of the "C" class. For the battleships offered by New Zealand and Australia it was suggested to substitute cruisers of the Indomitable type, these two ships to be maintained, one in the China and one in the Australian Seas. It is interesting at this juncture to recall the recommendations made respecting the distribution of the Australian and New Zealand forces. It was agreed that the Commonwealth Government should provide and maintain, with some temporary assistance from Imperial funds, the Australian unit of the Pacific Fleet; and that the contribution of the New Zealand Government should be applied towards the maintenance of the China unit, the New Zealand armoured cruiser to be stationed in China waters, but some of the smaller vessels to have their headquarters in New Zealand waters.

Assuming that this important scheme is to be carried out—and, the recent renewal of the Anglo-Japanese Alliance notwithstanding, there is every reason to believe that it will be—a glance at recent and impending changes in the China Squadron is illuminative. As we have stated, the main features of the scheme are gradually materialising. It has just been announced, for instance, that the present flagship, H. M. S. Minatour, is to be relieved in February by the Dreadnought cruiser Indomitable; already we have one of the Bristol type of cruisers on the station (H. M. S. Newcastle); the three submarines have been here for some months now; and it has been announced that three of the "River" class destroyers (the Welland the Ribble and the Usk) are to replace in Hongkong three of the old 27-knot destroyers, which, though fine craft in their day, are now of little value; their successors on the other hand, seem destined for foreign work, with their cobby build and their high weatherly fo'c'sle. It will have been observed that the composition of the respective units of the Pacific Fleet as outlined above is practically identical. If each were to be of the precise constitution set out, this would in actual effect mean a reduction in the dimensions of the China Squadron. But it has to be noted that the phrase "with some variations" occurs in the description of the three branches of the Fleet. And it is here that we are able to make allowance for the comparatively large number of small craft, which though not needed in the other units, are very necessary in China waters. As to the County cruisers, only two of which are at present on the station, owing to the loss of the Bedford, it does not yet appear whether or not they will continue to be represented in the East, but as they are admirably adapted for foreign service the probablity is that they will be.

Realising the supreme importance of adequate naval representation in the Pacific Ocean, the wisdom of the Imperial co-operative scheme outlined above cannot be doubted, and as Singapore is virtually the key to the Pacific it is more than probable that the base of the Fleet will be there. This is a probability which, if viewed sanely, cannot be otherwise than approved. But while this is so, Hongkong will still remain a naval depot of great importance as the headquarters of the China unit.

NEWS OF THE DAY.

The Hon. Treasurer of the Hongkong Benevolent Society acknowledges with thanks the donation of $40 from "Charity."

King Manuel visited Earl's Court Exhibition recently. Jack Johnson, the champion boxer, was also at the exhibition, and was introduced to King Manuel, who said he hoped to be present at Johnson's fight with Wells on October 2.

Private advices from London report that a bull syndicate controlling the tin market is liquidating. It is rumoured in London that this is due to internal dissension in the syndicate, which, if true will very probably cause a big drop in prices, as only the support of the bull syndicate brought prices to the present high level.

We have been courteously supplied with a copy of a special Consular report written by Mr George E. Anderson, U. S. Consul General in Hongkong, on the railway situation in China. The report embraces a general survey of railway conditions in that country, a detailed study of the five principal groups into which the lines of the Empire may be divided, and a statement of the opportunities, present and future, for the sale of American equipment and material.

The fingerprint system has now been in existence at Shanghai for nearly 1½ years and the number of identifications made during this period cannot be considered other than satisfactory. A comparison has been made with those of Scotland Yard and it is found that in the case of the London Force at the end of the first six months after the adoption of the system 93 identifications had been made and during the succeeding 12 months 1,722. Against this the S.M.P. are able to credit 911 identifications during the first 6 months and 4,524 during the following 12 months.

NEWS OF THE DAY.

A watch and chain and a quantity of buttons, to the value of $70, have been stolen from No. 14, Salisbury Avenue.

The body of an unknown Chinese, aged about 32, who was found floating in the harbour near the Harbour Office, was sent to the mortuary.

We have been informed by the Colonial Secretary's Office that quarantine restrictions in the Philippines have been removed from arrivals from Hongkong.

There were 351 European and 158 Chinese visitors to the City Hall Library, and 174 European and 2,975 Chinese visitors to the Museum during the week ending the 24th September.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 9th September amounted to 13,455.48 tons and the sales during the period, to 16,962.52 tons.

It is stated in Bombay that the band of the Royal Marine Artillery (Blue Marines) from Portsmouth, will accompany Their Majesties on the voyage to India, and play in several public places in that city.

The Osaka Shosen Kaisha steamer Mexico Maru, on the outward trip, obtained the wireless record for Japanese vessels by communicating with North Head Station in Washington and the Columbia River Station, a distance of 1,088 miles.

Messrs Guthrie and Co. are in receipt of cable advice from the secretaries of Linggi Plantations, Ltd., to the effect that the directors have declared an interim dividend (the second for 1911) of 10½d. per share, payable in London on October 5.—*Straits Times.*

Messrs Barlow and Co., Kuala Lumpur, says the *Straits Times*, write that they have received telegraphic advice from the secretaries of the Highlands and Lowlands Para Rubber Co., informing them that an interim dividend of 7½ per cent. less income tax has been declared. This dividend is payable on October 12.

As will be seen by an advertisement elsewhere, the annual sale of work in aid of the funds for the orphans and the Home for the destitute in connection with the Italian Convent is to be held on the 2nd, 3rd and 4th proximo. The notices sent out by the Convent inadvertently gave the opening day as the 1st prox.

A Perth (Western Australia) correspondent notes the receipt of a cablegram from the British Chargé d'Affaires at Bangkok, inquiring about Australian ponies. The cable states that the Siamese Government wishes to experiment with Australian ponies for cavalry purposes. They require 100, averaging 13 hands, and five years, to arrive in Bangkok not later than October. If the price is reasonable more will be wanted. As the result of this inquiry it is probably that some encouragement of horse breeding for export may be effected.

The Standard Oil Company's four-masted barque Lyndhurst, which was well known in Hongkong Harbour, has met her end by fire off Fish Point, South Africa. It is just three months ago that the Lyndhurst struck an unknown object off Cape Recife and was compelled to put into Port Elizabeth with 5-ft. of water in her holds. Pumps were placed alongside and the water kept down, but it was some time before the holds could be entered to locate the leak on account of the oil fumes. After leaving Capetown, where she had been repaired, the vessel caught fire when fifty miles South of Fish Point and had to be abandoned, the crew being taken off by the steamer Clan Macharan and landed at Mossel Bay. As the vessel had burned to the water's edge and was a danger to navigation, His Majesty's cruiser Pandora, on her way from Durban to Simonstown, was sent to destroy her and the derelict was sunk.

AT THE MAGISTRACY.

The case against four men for assaulting an Indian constable at Shaukiwan was dismissed, at the Magistracy to-day.

At the Magistracy this morning, Mr F. A. Hazeland sentenced a sampan woman to two months' imprisonment with hard labour for stealing some sandal wood from the s.s. Rajat.

The proprietor of the Coronation Motor Garage, Des Vœux Road Central, prosecuted an Indian for leaving his employ without notice, at the Magistracy to-day, and Mr J. R. Wood ordered defendant to pay $30 compensation.

Mrs Parker, of No. 9, Wongneichong Road, was summoned for keeping a ferocious dog, the case being dismissed by Mr F. A. Hazeland to-day. It was alleged that the dog bit a Chinaman whom she had engaged to attend to the garden, he having gone to the kennel to see the pups.

SUDDEN DEATH OF INSPECTOR McDONALD.

It is with deep regret that we chronicle the death of Inspector Duncan McDonald, of the Hongkong Police Force, which regrettable event took place suddenly this morning at Yaumati Police Station. Although deceased had not been of very robust health for some time past, he was in his usual health last night and his demise at about 10.45 o'clock this morning, from the bursting of a blood vessel, came as a great shock to his many friends and colleagues in the force.

The late Inspector McDonald was born on November 19, 1858, and on November 12, 1885, he came to Hongkong as a police constable. On July 1, four years later, he was appointed temporary acting sergeant, three years subsequently attaining the rank of acting sergeant, while on February 22, 1893, he was appointed acting full sergeant. Two years afterwards the late Inspector McDonald went Home on leave and within a few months after his return he was once more promoted, this time to the position of acting inspector, and in March of the following year he attained the rank of inspector of the third class, subsequently rising to first class inspector. Deceased again went on leave in 1902 as well as in 1908, resuming duty on March 18, 1909.

A widow and two sons are left to mourn his loss and for those much sympathy will be felt.

The funeral takes place this evening passing the monument at 5.30 p.m.

SOCIAL AND PERSONAL.

Lieut M. Stagg, R.E., Singapore, has been granted leave of absence from October 10 to November 21 with permission to proceed to Hongkong.

Fleet-Paymaster Alfred William Askham, R.N., who joined the Navy in 1866 and served in China, has died at Riverside, Pershore, Worcestershire.

The *Boersencourier* learns that a Siamese Prince, who is believed to be a brother of the heir to the throne, will enter the German navy next spring.

While Lord Goschen was motoring to Hastings a wheel came off the car, which turned turtle. Lord Goschen was pinned underneath, and had his arm broken.

The *Lokal Anzieger* states that Herr Plate, Chairman of the North German Lloyd, will retire on the 1st proximo owing to ill-health. He recently fell on a staircase and one eye was injured, blindness resulting.

Privilege leave, on private affairs, to the neighbouring countries, has been granted to Captain F. L. D. Jarrad, 126th Baluchistan Infantry, from 3rd October to 1st December, 1911 (or 60 days from date of departure).

A marriage will shortly take place between Alexander Hamilton Harley, Principal of the Madrasah (Mohammedan College) in Calcutta, and Celia Lucilla Coughtrie, youngest daughter of Mr J. B. Coughtrie, late of Hongkong.

Canon Chas. Edward Brooke, of St. John the Divine, Vassall-road, Kennington, S.W., Vicar there since 1881, Commissary to the Bishop of Korea since 1890, who died July 1 last, aged 64 years, left estate of the gross value of £71,217, and net personalty £68,379.

The senior officer in the British Navy, Admiral of the Fleet Lord John Hay, celebrated his 84th birthday on 23rd inst. He entered the Navy in 1840, and had 57 years' active service. In 1842 he took part in the China War and in the operations against the pirates of Borneo.

RE-ARRANGEMENT OF CONVENIENCES.

In connection with the application for permission to alter the position of the W.C.'s and urinals in Beaconsfield, No. 1, Battery Path, at the meeting of the Sanitary Board this afternoon, Dr Clark, M.O.H., wrote that he saw no objection to the arrangement, but he considered that the P.W.D. was under no obligation to continue to supply water from the mains just because the premises were so supplied when in government occupation. He suggested that Messrs Denison, Ram and Gibbs be informed that permission to retain the W.C.'s and urinals would only be granted on the provision of an independent and adequate water supply.

Dr Fitzwilliams minuted—I agree with the M.O.H. and, subject to an independent water supply, think they should be allowed to re-arrange their water closets and urinals.

Hon. Mr Hewett—The Government having rented buildings for public offices erected water closets for the use of their staff. The building being vacated, the W.C.'s, etc., naturally remain as fixtures, but this does not imply that the presence of these fixtures gives the owner of the building the right, possibly in perpetuity, o a free supply of water from the Government mains. The building having now reverted to private use, the usual conditions should be enforced, namely no fixed W.C.'s or urinals are to be permitted unless an adequate and independent water supply be provided.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 9.15 a.m. to-day:—

Manila, September 26, 8.15 a.m.—Cyclone or typhoon E. of Luzon, less than 300 miles distant, moving W.N.W.

A Handy Guide for Locating Typhoons.

Accompanying to-night's *China Mail* we are sending to all our subscribers a free copy of our "Landsman's Handy Guide to locating the centre of a Typhoon." By manipulating a circular disc according to the instructions given on the chart the centre of a typhoon can be easily located.

The Guide is on sale at the office of this paper for twenty cents; or may be obtained mounted together with the "*China Mail* Typhoon Map" on the same card for forty cents.

THE KOWLOON MARKET.

The President, at a meeting of the Sanitary Board this afternoon, submitted a minute relative to Tsim Sha Tsui (Kowloon) market. He stated that all the stalls had been put up for tender on September 21, with the exception of the meat stalls which were put up on the following day. It was ascertained that there was little demand for fresh water fish shops but that there was a large demand for fruit and vegetable stalls, all of which were let. He recommended that certain fish stalls be set apart for vegetables and fruit.

THE BANKRUPTCY PROSECUTION.

Jury Ask for Compensation.

The Criminal Sessions were continued at the Supreme Court this morning, before His Honour Mr H. H. J. Gompertz, acting Chief Justice, when Ngo Taz San was again placed in the dock on charges of offences under the Bankruptcy Ordinance.

Hon. Mr G. C. Alabaster, acting Attorney-General, prosecuted on behalf of the Crown, instructed by Mr W. E. L. Shenton, and the Hon. Mr H. E. Pollock, K.C., defended, instructed by Mr Leo d'Almada e Castro.

The following comprised the jury:—Messrs L. V. Langstein, foreman, H. Ram, H. Wasserfall, J. Smirke, W. Taylor, G. Rudow and O. P. Hechtel.

Counsel having addressed the jury and his Lordship having summed up, the jury returned a unanimous verdict of not guilty with regard to twenty-two counts. In connection with the remaining six counts the majority was six to one in favour of a verdict of not guilty.

Prisoner was discharged.

The Foreman said that the members of the jury would be glad if his Lordship would make an order for compensation in that case as it had engaged them for four days

His Lordship—I can exempt you for six months from jury service.

The Foreman said that at the previous hearing of the case a similar suggestion had been put forward, and the Chief Justice had said that as the jury had not arrived at a decision he could not consider the matter. It might be taken to infer that if the jury had arrived a decision compensation for their services would be given.

His Lordship—I think the jury did not ask for compensation.

Mr Alabaster said the jury made no application. He had made a suggestion to the Court, meaning, of course, that the jurors be exempted from jury service. He did not think his Lordship had power to award pecuniary compensation.

Hon. Mr Pollock—I think they are entitled to their expenses.

His Lordship—For coming here; rickshaw fares or tram fares? (Laughter.) I am willing to see what can be done but I don't think I have any power to award monetary compensation. I will see the Registrar about it and he will let you know.

MACAO DELIMITATION.

New Portuguese Commissioner.

It would appear as if the Macao Delimitation negotiations in Lisbon were fast coming to a head as our Macao correspondent informs us that intelligence is just to hand that a Portuguese delegate may be expected in the East within two months. Captain Hugo de Lacerda Castello Branco is the Commissioner-Designate. He is about 40 years old, a man of many parts, and an expert hydraulic engineer, at present lecturer in the polytechnic school in Lisbon. Capt. Castello Branco was Harbour Master at Lourenzo Marques when the dredging operations were in progress at that point.

SPORTING.

Cricket.

A friendly will take place between the 26th Co., R.E. and 40th Co., R.E. to-morrow afternoon at Happy Valley, commencing at 2.30 p.m.

The Harbour Race.

Entries for the Harbour Race closed yesterday and total 17 names; this is not a record but no doubt the acknowledged prowess of young Tommy Logan has kept some from entering. The entries in previous years were:—1906, seven; 1907, nineteen; 1908, fourteen; 1909, twenty-three; 1910, twelve; the numbers of those who actually swum were:—1906, five; 1907, sixteen; 1908, thirteen; 1909, twenty; 1910, ten.

The names of those who have entered this year are:—A. V. Barros; Pte. Bee, K. O. Y. L. I.; "Iron" Bux; F. H. Coleman; Pte. Cookson, K. O. Y. L. I.; A. A. Clarton; Pte. Hardcastle, K. O. Y. L. I.; Bglr. Harris, K. O. Y. L. I.; T. Logan; Osmand Mahomed; Pte. Miller, K. O. Y. L. I.; F. Morgan, H. M. S. Tamar; J. R. Pereira; M. L. Railton; E. C. R. Souza; J. A. Tarrant; and H. J. White.

As all conditions of wind, weather and water promise to be favourable, there is every prospect of a fine race. The start will be made from Police Pier, Kowloon, at 5.30; and as the distances in all previous races has been covered in less than half an hour the finish at the Praya wall between the V.R.C. and Murray Pier should be somewhere about 6 o'clock.

The prizes are on view in Messrs Falconer and Co's window.

HOIHOW NOTES.

(*From Our Own Correspondent.*)

HOIHOW, Sept. 22.

THE TYPHOON.

This port was visited on the 19th and 20th inst. by a severe typhoon. The height of the storm was on the morning of the 20th about two o'clock. Trees were uprooted and broken, houses were unroofed, walls were broken down and boats driven ashore. A large war junk was driven on to the bank just in front of the new Church. Two steamers and a small cruiser were in the harbour, but with steam up they were able to ride out the storm without injury, in the open roadstead which constitutes the harbour of the port; though the s.s. Mathilde was driven on shore by the wind. A flood of water is now coming out from the interior of the island, and there is some fear that the crops throughout the island have suffered very severely.

PRECAUTIONARY MEASURES.

There is no further report of the depredations of pirates; but since the looting of Kachek the towns of the island have generally taken steps to protect themselves from a sudden surprise. The streets of Hoihow are now closed at night with heavy bars, and other towns are taking similar precautions.

GAMBLING AND OPIUM.

The efforts of the mandarins to suppress public gambling have been successful, and much has been done towards suppressing the use of opium. It is well that they have, for foodstuffs are very dear, and the trade of the port has been falling off, so that the people will need all they can get to supply the necessities of life.

MISSIONARIES.

Several of our American missionaries, who have been taking a summer vacation away from Hainan, have returned and are re-opening their schools in their interior stations. Rev. W. J. Leverett, and Rev. F. P. Gilman and wife have recently come back from a furlough spent in the Homeland. They all appear to be in good health and ready for active work.

CHOLERA.

Cholera has been reported from some places in the interior of Hainan, but the health of this port has been good, and with the cool weather of the fall, which may be expected to begin soon, the sickness will no doubt disappear everywhere.

BY TELEGRAPH.

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THE TURCO-ITALIAN DISPUTE.

SITUATION THREATENING.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

There is considerable anti-Italian feeling in Tripoli as the result of alleged Italian territorial designs.

Italians are leaving, as they fear a Turkish rising.

A telegram from Port Said states that the Turks have captured the Italian liner Regina Margherita at Mersina.

The *Daily Telegraph* correspondent at Paris states that Italy has sounded the Powers regarding their attitude in the event of Italy taking forcible action in Tripoli and that the Powers expressed themselves favourably.

STRICT CENSORSHIP.

LATER.

The strictest censorship is being observed in Italy, and news of the Italian plans and doings only come from indirect sources.

The Turkish papers are indignant and are using threatening language.

ITALIAN TROOPS STONED.

LATER.

Reuter's correspondent at Rome wires that that there is a strict censorship imposed on all military news.

Demonstrators stoned troops which were leaving Piombine yesterday for Florence, believing they were bound for Tripoli.

The troops fired and 13 soldiers and five demonstrators were injured, one of the latter fatally.

HOW THE CRISIS AROSE.

LATER.

It seems to be generally assumed that, having failed in her attempt to lease Tripoli from Turkey, and the practical settlement of the Moroccan difficulty having left the road clear and, by consolidating France's position in Morocco, provided Italy with a ground for obtaining compensation, Italy is now taking some drastic action.

ITALY ALERT.

LONDON, Sept. 26.

A message from Malta states that an Italian battleship and two cruisers have passed on the way to Tripoli.

To-day's steamer brought 87 Europeans from Tripoli. A regular exodus is in progress.

Serveral Italian vessels have been ordered by the Italian Government to quit Turkish ports for Italy without loading or discharging.

SIGNIFICANT BRITISH ORDER.

LONDON, Sept. 25.

Reuter's correspondent at Malta states that the British cruiser Medea has been ordered to proceed eastward under sealed orders to-morrow.

FRANCE AND GERMANY.

BOTH DESIRE PEACE.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

Reuter's correspondent at Alencon cables that M. Caillaux, Minister of Marine, speaking at a banquet, deprecated exaggerating the gravity of the present difficulties. "We are doing," he said, "all we can to ensure France having complete liberty of action in Morocco. We do not doubt that France and Germany, both desiring peace, will reach a lasting agreement."

A PROBLEM STILL.

LATER.

The *Temps* thinks that the Franco-German and Franco-Spanish agreements and Italy's movements in Tripoli will not exhaust the African problem. It suggests the exchange of the Central African territories, of which the Nile valley is the natural outlet, for territories in the vicinity of Lake Chad, which would become a French lake.

LABOUR INDEPENDENCE.

MR KEIR HARDIE'S DECLARATION.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

Mr Keir Hardie, M.P., speaking at a Labour demonstration at Bristol, defended the Labourite action of designating a Labour candidate for the bye-election at Kilmarnock Burghs. If the threats they had received were meant for a challenge, they were willing to accept it. They did not wish to hold seats in the House of Commons or elsewhere by favour of the Liberals.

BY TELEGRAPH.

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FRENCH NAVAL CALAMITY.

A TERRIBLE EXPLOSION.

Hundreds of Lives Lost.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

A Marseilles telegram reports that fire broke out in the ammunition hold of the French warship Liberte and that the vessel sank in nineteen minutes, from 400 to 500 men being drowned.

THE CALAMITY DESCRIBED.

LATER.

Reuter's correspondent at Toulon wires that there were about 600 officers and men aboard the Liberte at the time of the disaster. Captain Jaures was in command.

The fire broke out before five o'clock in the morning. At first it did not appear to be serious, but, despite all efforts to check it, it gained ground and reached the ammunition holds, which had not been flooded, at five o'clock.

At the first explosion a hundred men on deck sprang into the water. The men below, on being awakened by the explosion, endeavoured to follow their example, but were called to their stations.

There were then two more explosions at brief intervals, whereupon the Liberte sank like a stone.

All that reappeared on the surface was a carcass of iron surrounded by a tangled mass of spars and wreckage.

Boats put off from the shore and from vessels in port and picked up some of the men who had jumped overboard.

Most of those, however, who had remained on board were hurled into the air by the explosions and were dead when they reached the water.

THE DEATH ROLL.

LATER.

A Toulon message says that 274 of the crew of the Liberte have answered to their names, of which 40 are injured. There are 350 missing.

FATALITIES ON OTHER BATTLESHIPS.

The explosion was so great that 20 were killed and 50 injured therefrom on the battleship Democratie.

A number of fatalities are also reported from the battleships Justice and Republique. The latter was badly damaged and had to be docked.

OTHER FACTS.

The Liberte sank in about 40 feet of water. She is only partially submerged.

The latest official return gives the number of killed to be about 300, this number including those killed on other vessels.

There were apparently five explosions on the Liberte, the last being some 18 minutes after the first.

FRANCE STUNNED.

France is stunned by the appalling disaster.

BRITAIN'S SYMPATHY.

King George and the Right Hon. Mr Reginald McKenna, First Lord of the Admiralty, have sent messages of sympathy to France.

THE KAISER'S TOUCHING MESSAGE.

H. M. the Kaiser sent a telegram to President Fallieres in the following terms:—"Words fail me to express my deep sympathy with France. The bereaved families have the consolation of knowing that the ill-fated crew died doing their duty to their country."

President Fallieres replied that he was deeply touched by the affecting terms of the Kaiser's telegram, and begged His Majesty to accept his expression of heart-felt gratitude.

SPANISH LOSSES IN MOROCCO.

(Reuter's Service to the China Mail)

LONDON, Sept 25.

The Spaniards lost 14 officers and 76 men in the fighting on the 21st. inst. and the Moors lost upwards of 300.

ARNAUT DECLINES OFFER.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

Arnaut has declined the offer of Barry's backers of £500 and expenses if he will race the latter on the Thames for £500 a-side. He still demands £750 and expenses.

BY TELEGRAPH.

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THE BIG FIGHT.

KING GEORGE CONSULTED.

Home Office Decision.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

The Bishop of Winchester has written to *The Times* denouncing the Johnson-Wells fight. He declares that no problem is causing more anxiety than the colour problem.

LATER.

The *Sporting Life* states that the freeholders of Earl's Court have given notice to the company that they intend to apply for an injunction to prevent the Johnson-Wells fight as the promoter of the fight refuses to release the company from its contract. If the decision goes against the company, it will probably mean further litigation.

ABANDONMENT ADVISED.

LATER.

The *Sporting Life* is officially informed that Mr Winston Churchill, after full enquiry and after taking the best advice, has decided that what is contemplated is illegal and that unless the contest is voluntarily abandoned steps will be immediately taken to prevent such illegality.

HOME SECRETARY VISITS THE KING.

Mr Churchill, after attendance on His Majesty the King at Balmoral, sent a letter to the Rev. F. B. Meyer stating that he is giving his close attention to the fight and was glad to receive the memorial sent him on the 22nd inst. Mr Churchill added that it was not necessary for Mr Meyer and the Bishop of London to make a pilgrimage to Balmoral in order to be present personally, as Mr Meyer had suggested.

WHAT THE DECISION AMOUNTS TO.

LATER.

The *Sporting Life* is authoritatively informed that Mr Churchill's decision does not amount to a judicial veto, but that unless the match is abandoned the Home Office will apply for a summons with a view to getting the promoters bound over not to cause a breach of the peace.

FIGHT TO TAKE PLACE.

The promoter does not intend abandoning the fight. He will endeavour to show that the contest is not illegal. The *Sporting Life* adds that even if the promoter is bound over and the match proceeds, no subsequent legal action can be taken unless such illegality as to cause a breach of the peace occurs. The match thus resolves itself into a great test case.

BLACKWATER FEVER.

AN IMPORTANT DISCOVERY.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

Professor Anthony has arrived at Plymouth. He has been investigating the causes of various fevers in Africa. He stated that he had discovered a cure for blackwater fever by the injection of an arsenical preparation. It had secured 93 per cent. of successes.

THE PERIAN UNREST.

REPORTED CAPTURE OF EX-SHAH.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

The *Morning Post* correspondent at Teheran telegraphs that a Turcoman chief has wired the Cabinet from Gumeshtepe that he has captured the ex-Shah and is asking for instructions.

OBITUARY.

THE EARL OF ST. GERMANS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

The death of the Earl of St. Germans is announced.

IRISH RAILWAY STRIKE.

SERIOUS SITUATION.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

The Irish railway strike is practically confined to the Great Southern Railway, on which there are 5,000 strikers.

The situation is grave. The stations at Cork, Limerick, Waterford and other places are guarded by troops, and half the Railway Corps at Aldershot are in readiness to proceed to Dublin.

BY TELEGRAPH.

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NO DISUNION FOR ULSTER.

PREPARING TO MEET HOME RULE.

(Reuter's Service to the China Mail.)

LONDON, Sept. 26.

At a Unionist Conference held at Belfast, Lord Londonderry presiding, a resolution was passed agreeing not to acknowledge Home Rule and to appoint a Commission immediately to frame a Provisional Government for Ulster which shall operate on the day of the passage of Home Rule.

THE PENALTY PAID.

STOLYPIN'S ASSASSIN HANGED.

(Reuter's Service to the China Mail.)

LONDON, Sept. 26.

Bogroff, the assassin of M. Stolypin, has been hanged at Kieff.

BRITISH DIPLOMATIC TRANSFER.

MINISTERS TO BELGIUM AND PORTUGAL INTERCHANGE.

(Reuter's Service to the China Mail.)

LONDON, Sept. 25.

It is officially announced that Sir Arthur Hardinge, British Minister to Brussels, and the Hon. Sir F. H. Villiers, British Minister to Lisbon, are to change posts.

The change is understood to be due to the difficulty of Sir F. H. Villiers, who has formed friendships with Monarchists in Portugal, being accredited in the Republic.

MACAO BOUNDARY DISPUTE.

(Wah Tee Yat Po's Service.)

PEKING, Sept. 25.

The Wai Wu Pu has notified the Portuguese Minister that the negotiations regarding the Macao boundary will be re-opened at the Board's offices on the 28th. inst.

SZECHUEN.

A PACIFIC POLICY.

(Wah Tee Yat Po's Service.)

PEKING, Sept. 25.

H. E. Hsin Chun Hsun, the High Commissioner for Szechuen, and H.E. Tuan Fang, the Superintendent of the Southern Railways, have been instructed by an Imperial Edict to proceed to Szechuen and to arrange improvements for the future. They are told not to take too many troops with them; those troops raised from Yunnan and Hupeh Provinces should remain on the boundary.

FLOODS.

(Wah Tee Yat Po's Service.)

PEKING, Sept. 25.

The Yingting River in Chihi Province is overflooded. Great damage is reported.

THE S.S. FOOCHOW'S MISHAP.

The damage to the China Navigation Co's. steamer Foochow, which went ashore on the Tsungming Crossing on September 15 and was towed off by the company's steamer Liangchow on September 17, proves to be more serious than was at first surmised. The vessel has been placed in the Tunkadoo Dock and it is found that her boilers have been set up 18 inches. In the main hold two of the floors will have to be renewed and nine faired, the keelson removed and faired and the tank bulkhead renewed. The keel-plate for a distance of 45-ft. will have to be faired and 20-ft of the starboard bilge keel, while twenty-six of the bottom plates and six of the side plates will have to be removed and faired. It is estimated that the repairs will necessitate her detention in dock for twenty-six days. When the vessel struck the strong tide caused her to strain very badly and accounts for the serious nature of the damage. At an inquiry held at the offices of the company, Captain Vincent was exonerated from blame for the accident, it having been due to the rapid shoaling of the channel, of which he had received no previous notice.

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For	Steamers	To Sail	Remarks.
SHANGHAI	DELHI, Capt. H. S. Bradshaw	5 p.m., 27th Sept.	Freight and Passage.
	DEVANHA, Capt. H. Powell	About 13th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA, Capt. W. R. Hickey, R.N.R.	About 28th Sept.	Freight only.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE, Capt. G. W. Cockman, R.N.R.	Noon, 30th September.	See Special Advertisement
LONDON & ANTWERP, via S'tore, P'ang, C'mbo, Port Said & Marseilles	SUNDA, Capt. H. G. Evans, R.N.R.	About 4th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	MALTA, Capt. G. M. Montford, R.N.R.	About 5th Oct.	Freight and Passage.

E. A. HEWETT, *Superintendent.*

P. & O. S. N. Co.'s Office.

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'MONTEAGLE' Saturday, 14th Oct.	
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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations.	Steamers.	Sailing Dates.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 27th Sept., at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 11th Oct., at Daylight.
	MISHIMA MARU, Capt. A. E. Moses, Tons 9000	WEDNESDAY, 25th Sept., at Daylight.
VICTORIA, B.C, & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKAICHI & YOKOHAMA	§ TAMBA MARU, Capt. K. Noda, Ton—7000	TUESDAY, 10th Oct., at Noon.
	§ AWA MARU, Capt. Irizawa, Tons 7000	TUESDAY, 7th Nov., at Noon.
VICTORIA, B.C. AND SEATTLE	§ SADO MARU, Capt. J. Richards, Tons 7000	SATURDAY, 7th Oct. from KOBE.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 29th Sept., at Noon.
	KUMANO MARU Capt. M. Winckler, Tons 6000	FRIDAY, 27th Oct., at Noon.
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 27th Sept., at Noon.
SHANGHAI, MOJI & KOBE	WAKASA MARU, Capt. N. Nielsen, Tons 7000	WEDNESDAY, 27th September.
KOBE & YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 7000	THURSDAY, 28th Sept., at 11 a.m.
BOMBAY, via SINGAPORE, AND COLOMBO	BOMBAY MARU, Capt. J. Teranaka, Tons 5000	TUESDAY, 3rd October.

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1st class	$120	$110	$100	$90
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

Steamers.		Sailing Dates.
* MONGOLIA	27,000 Tons	SATURDAY, 30th Sept., at 1 p.m.
* KOREA	18,000 ,,	SATURDAY, 28th Oct., at 1 p.m.
* SIBERIA	18,000 ,,	FRIDAY, 10th Nov., at 1 p.m.
* MANCHURIA	27,000 ,,	SATURDAY, 25th Nov., at 1 p.m.
* MONGOLIA	27,000 ,,	SATURDAY, 16th Dec., at 1 p.m.
* KOREA	18,000 ,,	FRIDAY, 12th Jan., at 1 p.m.
* SIBERIA	18,000 ,,	SATURDAY, 27th Jan., at 1 p.m.

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INTERMEDIATE SERVICE.

Persia	9,000 Tons,	FRIDAY,	20th Oct.,	at 1 p.m.
China	10,200 ,,	FRIDAY,	17th Nov.,	at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, October 20th, at 1 p.m.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer.	Tons	Captain	Date of Sailing.
* NIPPON MARU	11,000	A. G. Stevens	Friday, Oct. 6, at Noon.
† TENYO MARU	21,000	E. Bent	Friday, Oct. 13, at Noon.
† SHINYO MARU	21,000	H. S. Smith	Friday, Nov. 3, at Noon.
† CHIYO MARU	21,000	W. W. Greene	Friday, Dec. 1, at Noon.

† Triple Screws, turbine engines. * Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Twin Screw Steamer NIPPON MARU will be despatched for SAN FRANCISCO, Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on FRIDAY, 6th October, at Noon.

SOUTH AMERICAN LINE

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.

The Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
BUYO MARU	10,500	Saturday, Oct. 14, at Noon.
HONGKONG MARU	11,000	Wednesday, Dec. 13, at Noon.
KIYO MARU	17,500	Tuesday, Feb. 13, at Noon.

The Steamer 'BUYO MARU' will be despatched hence for MEXICAN PERUVIAN & CHILEAN PORTS via MOJI, KOBE, YOKOHAMA & HONOLULU on SATURDAY, the 14th October, at Noon.

FARES FROM HONGKONG:

To London ..... £71.18.0.
To Valparaiso ..... Yen 570.00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points:—Missionaries and their families.

(These concessions apply to San Francisco line only).

These magnificent steamers a most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' 'CHIYO MARU' and 'SHINYO MARU' are fitted with Turbine Engines and Triple Screws. Records speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For full particulars as to Passage and Freight apply to

K. MATSDA, *Agent.*

KING'S BUILDING (Opposite Blake Pier)

Hongkong, January 27, 1911.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK,

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama
S.S. DAYERN ..... 6th Oct.
S.S. ARCADIA ..... 18th Oct.
S.S. SLAVONIA ..... 3rd Nov.
S.S. SCANDIA ..... 16th Nov.
S.S. SPEZIA ..... 2nd Dec.

Homeward.

For Havre, Bremen & Hamburg
S.S. RHEINFELS ..... 2nd Sept.
For Havre & Hamburg
S.S. TUEVIA ..... 10th Oct.
For Rotterdam, H'burg & A'werp
S.S. JUNST BULOW ..... 11th Oct.
For Rotterdam, H'burg & A'werp
S.S. BELGRAVIA ..... 26th Oct.
For Havre, Bremen & Hamburg
S.S. SENEGAMBIA ..... 30th Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
* SINGAPORE, PENANG & CALCUTTA	NAMSANG	WED'DAY, Sept. 27, at Noon.
† SHANGHAI via SWATOW	HANGSANG	WED'DAY, Sept. 27, at Noon.
‡ SANDAKAN	CHUNSANG	WED'DAY, Sept. 27, at Noon.
SINGAPORE, SAMARANG AND SOURABAYA	FAUSANG	SATURDAY, Sept. 30, at Noon.
* MANILA	YUENSANG	SATURDAY, Sept. 30, at 9 p.m.
‡ SHANGHAI	KWONGSANG	SUNDAY, Oct. 1, Daylight.
* SINGAPORE, PENANG & CALCUTTA	LAISANG	THURSDAY, Oct. 5, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin and Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON. & Co., Ltd., *General Managers.*

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
WEIHAIWEI, CHEFOO & TIENTSIN	Kuichow	Sept. 27, at 4 p.m.
SWATOW & SHANGHAI	Shaohsing	Sept. 27, at 4 p.m.
HOIHOW & HAIPHONG	Singan	Sept. 28, Daylight.
SAIGON	Hangchow	Sept. 28, at Noon.
SHANGHAI	Chinhua	Sept. 28, at 4 p.m.
SHANGHAI	Anhui	Sept. 30, Midnight.
MANILA, CEBU & ILOILO	Kaifong	Oct. 3, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tean' & 'Taming.' Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Kaifong' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chinhua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES: Single $45 Return $75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *AGENTS.*

Telephone No. 36.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
ALDENHAM		Sept. 30th, at Noon.
EMPIRE	Sept. 22.	Oct. 14th, at Noon.
ST. ALBANS	Oct. 20.	Nov. 11th, at Noon.
EASTERN	Nov. 17.	Dec. 9th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO., *Agent.*

Hongkong, November 2, 1908.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokkaichi, Shimidzu & Yokohama	CHICAGO MARU,	6182	1911 Tuesday, 3rd Oct., at 11 a.m.
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokkaichi, Shimidzu & Yokohama	CANADA MARU,	6064	Tuesday, 17th Oct., at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
FOOCHOW, via SWATOW AND AMOY	CHOSHUN MARU,	WEDNESDAY, 27th Sept., at 10 a.m.
TAMSUI via SWATOW & AMOY	DAIJIN MARU,	SUNDAY, 1st Oct., at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, *Manager.*

Shipping

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *ASSAYE*, Captain G. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th September, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Malwa*, 11,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London: other cargo for London, etc., will be conveyed via Bombay by the s.s. *Persia* due in London on the 11th November, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, *Superintendent.*

Hongkong, September 18, 1911. 1193

GLEN LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship GLENTURRET, will be despatched for the above Ports on or about 30th inst.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., *Agents.*

Hongkong, September 12, 1911. 1165

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK (With Liberty to Call at the MALABAR COAST).

THE Steamship WELSH PRINCE, will be despatched for the above ports on TUESDAY, the 17th October.

For Freight and Passage, apply to

ARNHOLD, KARBERG & CO., *General Agents.*

Hongkong, September 25, 1911. 1237

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m...Every 15 minutes.
8.00 a.m. to 10.00 a.m...Every 10 minutes.
10.00 a.m. to 11.00 a.m...Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 8.10 p.m...Every 10 minutes.

LIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
11.45 a.m. to 12 Noon ....Every 15 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes.
7.00 p.m. to 8.10 p.m...Every 10 minutes.

T CARS as on Week Days

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, *General Managers.*

THE LONDON DIRECTORY,

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply; STEAMSHIP LINES arranged under the Ports to which they sail and indicating the approximate Sailings, PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements from £3.

The London Director Co., Ltd., 25, ANCHURCH LANE, LONDON, E.C.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On Sale at the China Mail Office 5, Wyndham Street.

Price ..... 10 cents.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo		Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London		Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer	Tons	1 p.m. Sat'day	Steamer	Tons	Saturday	Friday
ASSAYE	7500	Feb. 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	Feb. 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MOOLTAN	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Tonnage	Leave Hongkong		Due London	
		about		about	
NYANZA	7000	February	7	March	22
NILE	7000	March	6	April	19
NUBIA	6000	April	3	May	17
SUMATRA	5000	April	17	May	31
NAMUR	7000	May	1	June	14
PALAWAN	5000	May	15	June	29
BORNEO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARE TO LONDON

1st SALOON £55.0 SINGLE £82.10 RETURN.
2ND " £38.10 " £57.4

For further particulars apply to

E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN Via SHANGHAI.

For	Steamers	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	TONKIN,	CHARBONNEL.	Sept. 25, about 6 P.M.
MARSEILLES, Via Ports	CALEDONIEN,	MELEER.	Sept. 26, at 1 P.M.

TRANSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 24 hours' railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, *Agent,*
QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

Steamships	Captain		Leaving,
HAICHING	Capt. W. C. Passmore...	FRIDAY,	29th Sept., at 1 P.M.
HAITAN	Capt. A. J. Roach	TUESDAY,	3rd Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINES STEAMSHIP Co.

Steamship.	Tons	Captain.	For	Sailing Date.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo.	TUESDAY, Oct. 10, at 4 p.m.
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo.	FRIDAY, Oct. 20, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., *General Managers,*

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.), via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer.	Tons.	Captain.	On or about
KUMERIC	11,000	G. McGILL	10th October.
LUCERIC	11,000	J. MATHIE	25th October.
HERCULES	7,000	R. WILHEMSEN	10th November.

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 30th September. — FROM COLOMBO. 17th October.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS)

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transhipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG — FREQUENT SAILINGS

FROM CALCUTTA — End August. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers TO South African Ports.

ORIENTAL & AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons.....To be despatched End of December.
S.S. KATANGA, 5,600 tons.....To Follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents.

Hongkong, August 28, 1911. 1105

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

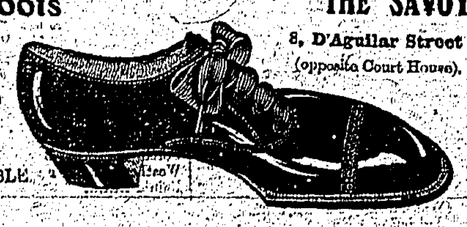
For	Steamers	Tons	To Sail.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	GNEISENAU, Capt. T. H. Stollberg.	(16,000)	WEDNESDAY, 4th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH, Capt. E. Malchow.	(16,000)	About WEDNESDAY, 4th Oct.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. F. Bruening.	(6,000)	SATURDAY, 7th Oct., Daylight.
KOBE AND YOKOHAMA	PRINZ WALDEMAR, Capt. F. Isoke.	(6,100)	About TUESDAY, 17th Oct.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	(5,050)	Middle of October.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,
MELCHERS & CO.,
General Agents, Hongkong & China

Regal Boots AND Shoes FOR SALE AT REASONABLE PRICES.



THE SAVOY,
8, D'Aguilar Street
(opposite Court House).

Shipping.

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA,' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - - - - APRIL 13TH.
LONDON - - - - - - - - APRIL 20TH.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:—

1ST SALOON £71.10 SINGLE: £106.14 RETURN.
2ND " £48.8 " £ 72.12 "

For Further Particulars, apply to

E. A. HEWETT, *Superintendent.*

Hongkong, September 1, 1911. 1116

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA.'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

NAGASAKI, KOBE, and YOKOHAMA

SAILS FROM HONGKONG ON SATURDAY, NOV. 4TH, AT NOON.

FOR

SEATTLE.

DIRECT connection at Seattle, with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, July 1, 1911. 861

FRESH ARRIVAL

BY APPOINTMENT

SPECIALLY SELECTED COLLECTIONS FOR THIS CLIMATE. IN AIR-TIGHT TINS.

SEEDSMEN BY ROYAL WARRANT — **SUTTONS SEEDS** — TO HIS MAJESTY THE KING.

VEGETABLE, FLOWER $2.50, 5.00, 7.50, 10.00 each.
GRASS. For Tennis Lawns $4.00 each.

China Express Co.,

P. O. Box 250. 3, DUDDELL STREET TELEPHONE No. 668.

Hongkong, August 15, 1911. 1047

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 16, DES VOEUX ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th of September will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 27th of September at 9.30 a.m.

All claims must reach us before the 1st of October, 1911, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, Sept. 20, 1911. 1204

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship SENEGAMBIA, Captain ECKHORN, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex s.s. *Norge* from Göteborg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, September 21, 1911. 1215

Notices to Consignees

NOTICE TO CONSIGNEES.

STEAMER *TONKIN.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from HAVRE ex s.s. *Bayeux*, from BORDEAUX ex s.s. *Ville de Lorient*, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF & GODOWN COMPANY, LTD, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after the 2nd October, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th October, or they will not be recognized.

All damaged packages will be examined on the 2nd October, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, Sept. 25, 1911. 1238

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship DERFFLINGER, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon & West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 28th of September will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 28th of September, at 9.30 a.m.

All claims must reach us before the 2nd of October, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
General Agents.

Hongkong, September 21, 1911. 1208

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of CARGO per Steamship MONGOLIA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at Consignees' risk and expense.

Cargo remaining on board TUESDAY, September 26th, 1911, at Noon, will be landed at owners' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered September 30th, 1911, at Noon will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on THURSDAY, September 28th, 1911, at 10 a.m.

All claims must be filed on or before October 23rd, 1911, otherwise they will not be recognized.

FRED J. HALTON,
Agent.

Hongkong, Sept. 22, 1911. 1221

THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong:—

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lau Pang Koe (Astor House Hotel).
Ah Choo (Queen's Road).
Wo Choong (D'Aguilar Street).
Rurtonjee & Son (Kowloon).
Hung Cheong (Kowloon).

NOTICE

HIGH-CLASS PRINTING

AND

BOOK BINDING

DONE AT

THE 'CHINA MAIL' OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc.; Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

"You send us the 'copy' we do the rest."

MacEwen - Frickel & Co.

Importers of Wines and Spirits,

etc., etc., etc.

GIN

The following lines in Gin are stocked by us.

Gilbey's Old Tom $13.50 Per Case.

Gilbey's London Dry - $13.50 Per Case

Gilbey's - - - Plymouth - $16.50 Per Case.

Coate's Plymouth $16.50 Per Case.

Wolfe's Schnapps $18.00 Per Case.

Bols' Gin $23.50 Per Case.

Beuker's Schiedam (Cock Brand) $18.50 per case.

(of 15 Flasks, 4 Imp. Galls.

Hulstkamp's Old Schiedam

12 Stone Jars (2 Galls)...$16.00 per case.

12 Stone Jars (2½ Galls)...$19.00 per case

24 Stone Jars (2½ Galls)...$20.00 per case.

The whole of the above bottled in Europe.

MacEwen, Frickel & Co.,

Les Vœux read.

To-day's Advertisements

SPECIAL SALE OF WORK
IN AID OF
THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superioress and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's dresses, embroideries, table covers, handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on 30th September, and 2nd, 3rd and 4th October next, commencing each day at 10 A.M.

There will also be a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Italy, all done up in fancy and dainty boxes of attractive designs. Every one of these boxes is moderately priced.

The Superioress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless Aged and Infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT,
28, CAINE ROAD.
Hongkong, September 26, 1911. 1242

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Douglas Steamship Company, Limited, will be held at the Company's Offices on TUESDAY, the 10th day of October, 1911, at 12 o'clock, Noon, when the subjoined resolution which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of September, 1911, will be submitted for confirmation as a special resolution:—

That Art. 18 (3) of the Company's Articles of Association be altered by substituting the sum of $50,000 for the sum of $25,000 in line two.

Dated the 26th day of September, 1911.

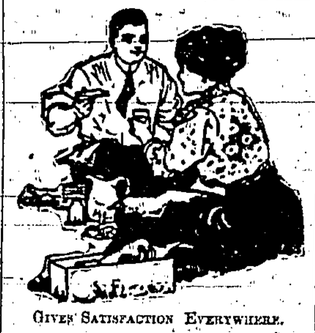
DOUGLAS LAPRAIK & CO.,
1244 *General Managers.*

SHIPPING.

NOTICE.

THE Editor would be grateful if Steamship Company Agents would assist him in keeping the LATEST STEAMER MOVEMENTS LIST, to be found on Page 4, up-to-date by occasionally cutting out their list of steamers and sending same to the Office of this paper with corrections and additions.

'LOTUS' BRAND
MOKHA COFFEE



GIVES SATISFACTION EVERYWHERE.

H. RUTTONJEE & SON,
WINE & PROVISION MERCHANTS.
Samples on Application.
Hongkong, September 5, 1911. 1114

'BANK LINE' OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM PORTLAND, TACOMA, SEATTLE & VANCOUVER, VIA JAPAN PORTS.

THE Steamship
LUCERIC,
Captain J. Mathie, having arrived from the above ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature at the Office of the Bank Line, Ltd., without delay and to take immediate delivery of their cargo from alongside steamer. Cargo remaining on board after Wednesday, the 28th inst., will be landed into Godown at Consignees' risk and expense unless lighters are then alongside.

All claims must be presented within 10 days of steamer's arrival, after which date they cannot be recognised.

THE BANK LINE, LIMITED,
Managing Agents.
Hongkong, September 26, 1911 1245

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

From JAPAN PORTS with Cargo ex S.S. AMERICA MARU.
FROM SAN FRANCISCO AND HONOLULU.

THE Steamship
NIPPON MARU
having arrived with cargo ex s.s. America Maru from San Francisco and Honolulu, Consignees of Cargo per s.s. Nippon Maru and s.s. America Maru are hereby notified to send in their Bills of Lading for counter signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on Saturday the 29th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on Monday, the 2nd October, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before Monday, the 9th October, otherwise they will not be recognised.

K. MATSUDA,
Agent.
Hongkong, September 26, 1911. 1246

To-day's Advertisements

FOR
SWIMMERS.

THE ANNUAL RACE across the Harbour for PRIZES presented by the *China Mail* will be held on

WEDNESDAY,
27TH SEPTEMBER (W.P.)

Entries close on Monday, 25th inst.
For further particulars apply to
THE SPORTING EDITOR, *China Mail*,
or
HON. SECRETARY,
VICTORIA RECREATION CLUB.

N.B.—There will be first, second and third prizes.

Hongkong, September 5, 1911. 1139

STEAMERS PASSSED SUEZ CANAL.

OUTWARD BOUND.

September 1, *Glaucus, Kaga Maru, Poona, Sachsen.*

September 5, *Bayern, Ben'ariq, Benlomond, China, Flintshire, Montrose.*

September 12, *Ghazee, Teenkai.*

September 15, *Alcinous, Benavon, Cyclops, Prinz Eitel Friedrich, Afghan Prince.*

September 19, *Ceylon, Ernest Simons, Kennebec, Vandalia, Arcadia, Friesenfels.*

September 22, *Atsuta Maru, Kumar, Yunnan.*

HOMEWARD BOUND.

September 5, *Suvuga.*
September 8, *Benalder, Syria.*
September 12, *Indian, Liberia.*
September 15, *Inverclyde, Kleist, Persia.*
September 19, *Persens, Sequoia, Siles a, Telamon, Annam.*
September 22, *Jeserie, Nore, Touraine.*

ARRIVALS FROM CHINA.

September 22, *Benwerlich, Iyo Maru, Pembrokeshire, Spezia, Tydeus.*

STEAMERS EXPECTED.

Mails.

The P. & O. S. N. Co.'s s.s. *Delhi* left Singapore for this port on Friday, the 22nd September, at 5 p.m., with the outward English Mails, and is due here on Wednesday, the 27th Sept., at about 6 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 23rd August, and for despatch over land on the 29th August.

The N. D. L. s.s. *Prinz Eitel Friedrich* carrying the German Mails with dates from Berlin of the 6th September, left Colombo on Saturday, the 23rd Sept., p.m., and may be expected here on or about the 4th October.

The P. M. S. S. Co.'s s.s. *Korea* sailed from San Francisco on 19th September for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on October 20th.

The N. D. L. s.s. *Prinz Waldemar* left Sydney on Saturday, the 23rd Sept., at 11 a.m., and may be expected here on or about the 16th October.

The T. K. K. s.s. *Tenyo Maru* with U.S. mails arrived at Yokohama from San Francisco on Saturday, the 23rd Sept., and sails thence on Monday, the 25th Sept. She is expected to arrive at this port on or about the 3rd October.

Other Vessels.

The s.s. *Braemar* left Keelung on the 24th September, p.m., and may be expected here on or about the 26th September, p.m.

The O. S. K. s.s. *Chicago Maru* from Tacoma, left Manila for this port on the 25th Sept. and will be expected here on Wednesday, the 27th Sept. p.m.

The N. Y. K. s.s. *Kaga Maru* (European Line) left Singapore for this port on 21st September, and is expected here on the 2.th September.

The P. & O. S. N. Co.'s s.s. *Caudia* left Singapore for this port on the 21st September, at noon, and is due here on the 27th September, at 6 a.m.

The South America Line s.s. *Buyo Maru* sailed from Moji for Hongkong on Saturday, the 23rd Sept., at 2 p.m., and is expected to arrive at this port on or about the 29th September.

The N. Y. K. s.s. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 22nd September, and is expected here on the 1st Oct.

The N. Y. K. s.s. *Tosa Maru* (Bombay Line) left Bombay for this port via ports on the 22nd September, and is expected here on the 10th October.

Latest Advices.

The N. D. L. s.s. *Bulow* which left here on the 21st September, arrived at Singapore on Monday, the 25th Sept., at 10 a.m.

The s.s. *Indramayo* left New York on 11th August for Hongkong via Manila and is due here on or about the 2nd October.

The I.-C. S. N. Co., Ltd.'s s.s. *Laisang* from Calcutta and the Straits, left Singapore for this port on the 22nd September, and is due here on Thursday morning, the 28th September.

The C. P. R. Co.'s R.M.S. *Empress of India* which left here on the 2nd Sept., arrived at Victoria, B.C., on the 23rd September.

PASSENGERS EXPECTED.

Per P. & O. s.s. *Macedonia*, connecting with the s.s. *Delhi* at Colombo. From London Aug. 25, Mr and Mrs Turnbull, Commander and Mrs Carey, Mrs Purves and children.

Per *Kaga Maru*, from London August 19th, Mr and Mrs L. Campbell, Miss Campbell, Mr A. Somerville, Mr A. Hemeleera, Lieut. and Mrs C. P. G. Cameron, Mr and Mrs T. Castle, Miss C. Castle, Miss K. Skeets, Miss Castle Rev. and Mrs H. J. Raymer, Mrs J. K. Hay, Miss E. M. Melville, Master J. Roberts, Mr H. A. Hards, Messrs M. Rendal, W. Bloomfield, K. Fujiwara, Nishio, and K. Kanok.

Per *Prinz Eitel Friedrich*, due 3rd Oct., for Hongkong, Mr A. L. Barrett, Consul General Kilian and family, Capt. A. P. Ulderup, Mr K. Kastmann, Mr E. Lund, Mrs and Miss Baltke, Miss E. Markus.

Per P. & O. s.s. *Malta*, from London Aug. 29, Mr Paul, Mr and Mrs Barton, Mr and Mrs Ramsey and child, Mr C. Niskin, Miss M. Gear, Mr and Mrs Tokes and child, Lieut. Jung, Engr. Harrington, Mr C. C. Torrbegiani.

SHIPPING

ARRIVALS.

September 25.

Lucerie, British str., 4,100, J. Mathie, Portland, Or., via Kobe and Moji Sept. 20, Flour.—BANK LINE LD.

Hunan, British steamer, 1,143, Speed, Sourabaya Sept. 14, Sugar.—BUTTERFIELD & SWIRE.

September 26.

Nikko Maru, Japanese steamer, 3,439, M. Yagi, Yokohama Sept. 16, General.—NIPPON YUSEN KAISHA.

Nippon Maru, Japanese steamer, 3,452, A. G. Stevens, Yokohama Sept. 18, Mails, Rice and General.—TOYO KISEN KAISHA.

Rubi, American str., 1,408, S. A. Crosby, Manila September 23, General.—SHEWAN, TOMES & Co.

Yuensang, British steamer, 1,128, P. H. Rolfe, Manila Sept. 23, General.—JARDINE, MATHESON & Co., LD.

Hangchow, British str., 999, Byers, Amoy and Shanghai Sept. 24, General.—BUTTERFIELD & SWIRE.

Wakasa Maru, Japanese str., 3,142, N. Nielsen, Bombay and Singapore Sept. 20, General.—NIPPON YUSEN KAISHA.

Radiant, British ship, 1,045, A. S. Hart, from Philadelphia, Kerosine Oil.—STANDARD OIL CO.

Kwongsang, British str., 1,935, W. F. Bechard, Shanghai and Swatow Sept. 25, General.—JARDINE, MATHESON & Co., LD.

Tientsin, British str., 1,215, W. O. Jones, Wakamatsu Sept. 20, Coal.—BUTTERFIELD & SWIRE.

Shansi, British steamer, 1,228, Simons, Hongay Sept. 24, Coal.—BUTTERFIELD & SWIRE.

Tjimahi, Dutch steamer, 4,500, J. P. Schalke, Sourabaya Sept. 16, Sugar.—JAVA-CHINA-JAPAN LIJN.

Braemar, British str., 2,315, Arthur T. Brain, Keelung September 24, General.—DODWELL & Co., LD.

Kweichow, British str., from Canton.

DEPARTURES.

September 25.

Kulsang, for Shanghai and Kobe.
Wuhu, for Shanghai
Glenfalloch, for Amoy and Singapore.
Dardanus, for Shanghai.

September 26.

Caledonien, for Saigon and Marseilles.
Tonkin, for Shanghai and Yokohama.
Hanoi, for Haiphong.
Lowsk, for Amoy and Singapore.
Jinsen Maru, for Singapore and Calcutta.
Tamon Maru, for Wakamatzu.
Changsha, for Manila and Melbourne.
Germania, for Pnompenh.
Haiping, for Swatow and Foochow.
Tean, for Manila and Iloilo.
Lightning, for Singapore and Calcutta.
Empire, for Shanghai and Kobe.
Mathilde, for Haiphong.

CLEARED.

Chipshing, for Tsintau and Tientsin.
Vorwaerts, for Singapore and Trieste.
Kwongsang, for Canton.
Kamo Maru, for Singapore and London.
Clara Jebsen, for Samarang and Sourabaya.
Dagny, for Canton.

PASSENGERS.

ARRIVED.

Per *Nikko Maru*, from Yokohama, &c.: for Hongkong, Mr and Mrs Berrington, Mr and Mrs D. P. Sullivan, Mrs A. Crispin, child and amah, Mr and Mrs Oldt and 2 children, Miss M. Hand, Mrs S. C. Burgess, Mr V. Church, Mrs W. H. Clarke, Miss L. Clarke, Mr G. Kogirima, Miss Eyres, Mr E. Takigawa, Mrs Toura, 3 children and amah, Miss Forge, Mr Hanish, Mrs W. H. Davidson, Mr S. Yamamoto, Mr C. Larsen, Mr C. Nishiura, Mrs T. Kawanchi; for Manila, Mr E. Wickham, Mr L. A. Winkel, Mr R. Y. Hanton, Mrs S. Sugimura, child and amah, Mr and Mrs T. H. Dillon, Dr and Mrs Mueller, Messrs W. M. Seaton, V. Dodge, Reissmann, V. de Jesus and F. Yamamoto; for Sydney, Messrs K. Morita, Y. Kunikane, E. de Berr, Capt. N. Nomura, Mr and Miss Carson.

Per *Nippon Maru*, from San Francisco, &c.: for Hongkong, Miss Helene Aukett, Mr Felix Biel, Miss J. J. Crowdos, Capt. P. Rafen, Mrs and Miss Margaret Barr, Miss E. Barr, Miss Lilly Chir, Miss L. B. Hugus, Miss J. Madar, Miss A. G. Connorn, Mr H. G. Hextall, Mr E. Wilke, Mr W. T. Fenn, Dr F. Howard Kew; for Manila, Messrs B. Graham, F. Seldner, L. H. Kirby, W. A. Smith, H. F. Kern, E. Salisbury, C. A. Locey, and Mrs J. B. Sears.

Per *Yuensang*, from Manila, Messrs E. M. Terry and T. T. Jackson.

EXCHANGE.

Hongkong, September 26, 1911.

On London—	
Bank Wire...	1/9½
„ On demand,	1/9⅜
„ 20 days' sight	1/9⅜
„ 4 months' sight	1/9⅝
Credits, 4 months' sight,	1/10
Documentary, 4 months' sight	1/10⅛
On Paris—	
On demand,	226
Credits, 4 months' sight,	231
On Berlin—	
On demand,	184
On New York—	
On demand,	43¾
Credit, 60 days' sight,	44¼
On Bombay—	
Wire,	133¾
On demand,	134
On Calcutta—	
Wire,	133¾
On demand,	134
On Singapore—	
On demand,	76⅝
On Manila—	
On demand,	88
On Shanghai—	
On demand,	75½
30 days' sight, (private paper)	76
On Yokohama—	
On demand,	88
Gold Leaf, 100 fine, (per tael)	$57.70
Sovereign (Banks' buying rate)	$11.05
Silver (per oz.)	24⅛d
Bar Silver in Hongkong	53⅝% prem.
Chinese Copper Cash	par.
Copper Cents	27% dis.
Rate of Native Interest	8%
Chinese Sub. Coin	5% dis.
Hongkong Sub. Coin	4½% dis.

Temperature.

Hongkong, September 26, 1911.

BAROMETER	9 A.M.	29.96
Do.	1 P.M.	29.93
Do.	4 P.M.	29.88
THERMOMETER—	9 A.M.	82
Do.	1 P.M.	82
Do.	4 P.M.	83
Do. (Wet bulb)	9 A.M.	78
Do. (Wet bulb)	1 P.M.	77
Do. (Wet bulb)	4 P.M.	77
Do. Maximum		83
Do. Minimum (over night)		78

POST OFFICE NOTICES.

The attention of the public is drawn to page 10 para. 20 of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

Mails will close for:—

PORT BAYARD & HAIPHONG.
Per *Si-Kiang*, at 8 a.m., on Wednesday, the 27th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Choshun Maru*, at 9 a.m., on Wednesday, the 27th Sept.

PAKHOI & HAIPHONG.
Per *Hongkong*, at 9 a.m., on Wednesday, the 27th Sept.

HOIHOW.
Per *Quinta*, at 10 a.m., on Wednesday, the 27th Sept.

SINGAPORE, PENANG & CALCUTTA.
Per *Namsang*, at 11 a.m., on Wednesday, the 27th Sept.

SANDAKAN.
Per *Chunsang*, at 11 a.m., on Wednesday, the 27th Sept.

SWATOW & SHANGHAI.
Per *Hongsang*, at 11 a.m., on Wednesday, the 27th Sept.

NAGASAKI, KOBE & YOKOHAMA.
Per *Kumano Maru*, at 11 a.m., on Wednesday, the 27th Sept.

MACAO.
Per *Sui Tai*, at 1.15 p.m., on Wednesday, the 27th Sept.

WEIHAIWEI, CHEFOO & TIENTSIN.
Per *Kueichow*, at 3 p.m., on Wednesday, the 27th Sept.

KOBE & YOKOHAMA.
Per *Wakasa Maru*, at 4 p.m., on Wednesday, the 27th Sept.

SHANGHAI.
Per *Delhi*, at 4 p.m., on Wednesday, the 27th Sept.

Siberian Mail to Europe.

HOIHOW & HAIPHONG.
Per *Singan*, at 5 p.m., on Wednesday, the 27th Sept.

SAIGON.
Per *Hangchow*, at 11 a.m., on Thursday, the 28th Sept.

AMOY & SHANGHAI.
Per *Tjibodas*, at 4 p.m., on Thursday, the 28th Sept.

MANILA (Taking Mails for Cebu and Iloilo), THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND DUNEDIN, MELBOURNE, ADELAIDE, PERTH & FREMANTLE.
Per *Nikko Maru*, at 11 a.m., on Friday, the 29th Sept.

CANADA, UNITED STATES, PERU, &c., via SHANGHAI, JAPAN & HONOLULU.—
The United States Mail Packet *Mongolia* will be despatched on SATURDAY, the 30th September, with Mails for Shanghai, Japan, Honolulu, San Francisco, United States, Canada, Peru, &c., which will be closed as follows:
Printed Matter and Samples at 9 a.m.
Registration 9.30 a.m.
(Registration, with late fee of 10 cents up to 10.00 a.m.)
Registration; Kowloon B.O., 9.30 a.m.
No late fee.
Letters at 10 a.m.

Siberian Mail to Europe.

China Coast Meteorological Register.

September 26.—AT A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vladivostock	7 a.	30.01	64	96	SSE	1	o
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishi'jima	„	—	—	—	—	—	—
Bonin Is	„	—	—	—	—	—	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	9 a.	29.95	71	100	SSW	6	cr
Hankow	6 a.	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Shanghai	9 a.	30.00	81	74	SSE	2	c
Gutzlaff	„	29.99	79	—	SE	3	bm
Sharp Pk	„	29.96	79	—	NNE	1	c
Amoy	6 a.	29.97	83	67	NE	1	b
Swatow	„	29.91	77	91	NE	1	b
Taihoku	5 a.	29.90	—	—	E	4	—
Taichu	„	29.92	—	—	—	0	—
Tainan	„	29.88	—	—	SE	2	—
Koshun	„	29.87	—	—	NE	3	—
Pescadores	„	29.86	—	—	E	6	—
Canton	9 a.	—	—	—	—	—	—
Hongkong	10 a.	29.95	84	68	E	2	c
Vict. Peak	„	—	—	—	E	1	—
Gap Rock	„	29.92	—	—	E	3	—
Macao	„	29.94	86	—	E	1	c
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	8 a.	29.97	77	—	NW	2	c
Tourane	„	29.88	75	—	E	4	lr
C. St. James	„	29.90	71	—	NE	1	c
Aparri	6 a.	29.75	81	—	N	4	q
Manila	10 a.	29.76	84	77	—	0	o
Legaspi	6 a.	29.67	77	—	W	2	c
Bacolod	9 a.	—	—	—	SW	2	c
Iloilo	„	29.78	82	—	SW	1	c
Cebu	„	29.79	86	—	S	2	c
Labuan	„	29.80	85	—	—	—	—

F. G. FIGG, *Director.*

Hongkong Observatory, Sept. 26, 1911.

BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two point.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky c detached cloud d dense cloud, f fog, g gloomy, h hail, l lightening, o overcast, p passing showers, q squally, r rain, s snow t thunder, v visibility, w dew (wet).
6. RAIN in inches, tenths and hundredths

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.89	29.99	29.90
Temperature	82	83	82
Humidity	75	75	74
Direction of Wind	EAST	E	E
Force	3	3	2
Weather	c	c	c
Rain	—	—	—

Highest, open air temperature on the 25th 86
Lowest, open air temperature on the 26th 79

F. G. FIGG, *Director.*

Hongkong Observatory, Sept. 25th, 1911.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—

On the 26th at 12.65 p.m.—The barometer has fallen moderately in the Philippines and also over N. China.

The fall over the former area is due to a typhoon which, at present, is situated to the East of Luzon. It is moving towards W.N.W. or N.W.

A depression is shown also over N. China. The returns from Japan are lacking, but probably pressure remains high over that area.

The wind will freshen considerably from N. and N.E. part of the China Sea during the next 24 hours.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: N.E. winds, moderate; fine.

2.—Formosa Channel; N.E. winds, freshening considerably.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 8 inches to the height given in the table.

September 27th to October 3rd, 1911.

Day.	Date.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
Wed.	27	11 27 a	feet. 5.1	h m m 6 4	feet. 2.5
		11 39 a	5.7	6 26 a	2.6
Thur.	28	—	—	m 0 56	2.9
		1 15 a	4.6	6 40 a	2.9
Fri.	29	m 0 4	5.6	m 8 6	3.1
		No inferior high		nor low	water
Sat.	30	m 0 30	5.4	m 0 42	3.1
		No inferior high		nor low	water
Sun.	1	m 1 36	5.2	m 11 14	2.9
		No inferior high		nor low	water
Mon.	2	m 2 16	5.2	0 7 a	2.4
		No inferior high		nor low	water
Tues.	3	m 4 4h	5.3	—	—
		5 33 a	5.3	0 43 a	2.3

SHARE LIST.—QUOTATIONS.

SEPTEMBER 26, 1911.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	$ 125	all	$883, buyers; £83.10
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ [illegible]	$ 50	$215, buyers
China Traders Insurance Co., Ld.	24,000	$ [illegible]	25	$105
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 16¾
Union Insurance Society, Limited	12,400	$ 250	$ 100	$830
Yangtsze Insurance Association Ld.	12,000	$ 100	$ 60	$222½, ex. 75
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$127
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$360,
DOCKS, ETC.				
H'kong & Whampoa Dock Co., Ld.	56,000	$ 50	all	$50, buyers
New Amoy Dock Co., Ltd.	10,000	$ 84	all	$7, sellers
Shanghai Dock and Eng. Co., Ld.	53,700	Tls. 100	all	Tls. 59½, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$ 25	all	$11, buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$21½, ex. div.
H.K. C. and M. Steamboat Co., Ld.	30,000	$ 15	all	$26, buyers
Indo-China S. N. Company, Ltd.	60,000 / 60,000	£ 5	all	$60, / London, £5 10s
Star Ferry Company, Ld.	10,000 / 10,000	$ 10 / $ 10	all / $ 5	$27 / $17
Shell Transport & Trading Co., Ltd.	2,850,000	£ 1	all	74/- buyers
Shanghai Tug and Lighter Co., Ld.	20,000	Tls. 25	all	Tls. 17
do Preference.	10,000	Tls. 50	all	Tls. 45
REFINERIES.				
China Sugar Company, Limited.	20,000	$ 100	all	$135, buyers
Luzon Sugar Company, Limited.	7,000	$ 100	all	$30, buyers
WHARVES.				
H. K. & Kow. Wharf & Godown Co.	80,000	60	all	$50
Shanghai and Hongkew Wharf Co.	56,000	Tls. 100	all	Tls. 83
LANDS AND BUILDINGS.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	all	$160
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 96½
Kowloon Land and Building Company	6,000	$ 50	$ 30	$28, sellers
Wei-hai-wei Land & Building Co.	3,674	Tls. 20	all	Tls. 44
Humphreys Estate & Finance Co.	150,000	$ 10	all	$7¾
West Point Building Co., Limited	12,500	$ 50	all	$40, buyers
TRAMWAYS.				
The Peak Tramways Co., Ltd.	25,000 / 50,000	$ 10 / $ 10	all / 1	$11½, sellers / $1, buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Tls. 250	all	$700
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	all	$3.10,
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000 / 8,000	$ 50	all / $ 25	$110, buyers / $72, buyers
Manila Metropole Hotel, Ld.	15,000	Pes. 10	all	$11
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 25	all	$11½
DISPENSARIES.				
A. S. Watson & Co., Limited	90,000	$ 10	all	$5½, sales
Watkins Limited	10,000	$ 10	all	$2½, buyers
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	£ 10	all	$200
Shanghai Gas Company, Ltd.	24,000	Tls. 50	all	Tls. 104
Hongkong Electric Co. Limited	60,000	$ 10	all	$21½, buyers
MISCELLANEOUS.				
Green Island Cement Co., Ld.	400,000	$ 10	all	$44, sellers
United Asbestos Oriental Agency, Limited	3,000 only / 100 tickets	$ 10 / $ 10	$ 4 / all	$10 / $300
Union Waterboat Co. Limited	50,000	$ 10	all	$7, sales & buyers
Hongkong Dairy Farm Co.	40,000	$ 7½	$ 6	$23½, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$15½
Shanghai Waterworks Co., Ltd.	16,350	$ 20	all	Tls. 38½
H'kong Rope Manufactory Ld. Co.	60,000	$ 10	all	$18,
Hongkong Cotton Spinning Co., Ld.	125,000	$ 10	all	20½, sellers
H.K. & S. C. S. Fisheries Co., Ltd	15,000	$ 10	$ 7	$7
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls. 50	all	Tls. 87½
International Cotton Manufacturing Co., Limited	10,000	Tls. 75	all	Tls. 44
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	all	Tls. 60
Soy Chee Cotton Spinning Co. Ld.	20,000	Tls. 50	all	Tls. 24
China Provident Loan Mortgage Co., Limited	200,000	$ 10	all	$8½
China Borneo Company Ltd.	60,000	$ 12	all	$10½, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$12, buyers
Wm. Powell, Limited	15,000	$ 7	all	$4, buyers
South China Morning Post	6,000	$ 20	all	$25
China Light and Power Company	50,000 / 50,000	$ 5 / $ 1	all / all	$1.70
Steam Laundry Company, Limited	20,000	$ 5	all	$6, buyers
Weissmann Limited	3,000	$ 10	all	$15, buyers
H. Price & Co., Ltd.	15,000	$ 10	all	$12, buyers
CIGAR COMPANIES.				
Philippine Co., Limited	75,000	$ 10	all	$5, buyers
RUBBER.				
Para Rubber in London: Daily wire.	per	lb.,	—	4/8½, firm

LOANS.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1896	Tls. 737,200	Tls. 200	7% p. annum	Par.

VERNON and SMYTH, *Share-Brokers.*

Printed and published for THE CHINA MAIL, Limited, by HORACE MURRAY SMITH, No. 5, Wyndham Street, Hongkong.